

The Hongkong

(ESTABLISHED 1881.)

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April 16th, 1912, Temperature a.m. 67, p.m. 72; Humidity...84, 57.

April 15th, 1912

No. 8762

號一初月三年子壬

WEDNESDAY, APRIL 17, 1912.

三拜禮

TELEGRAMS.

SHIPPING DISASTER.

Full Story of the Sinking of the Titanic.

NEARLY THREE-FOURTHS OF THE PASSENGERS GO DOWN WITH VESSEL.

[Service to the "Telegraph."]

London, April 16, 5 a.m.

Reuter received an exclusive message reporting the sinking of the Titanic as the papers were going to press. This is printed alongside editorials and special articles expressing thankfulness for the safety of the vessel and dwelling upon the marvels of science in minimising the dangers of modern sea-going. These articles were based upon yesterday's reassuring despatches and interviews in New York to the effect that it would be easier to sink a cork than the Titanic.

DON'T WORRY.

Many liners, responding to the wireless calls from the Titanic, are hastening to the rescue. The parents of Mr. Godalming, the Titanic's wireless operator, last night received a message from their son as follows:—"Making slowly for Halifax. Practically unsinkable; don't worry."

Not merely the public of New York and London but of all the European capitals, lulled by a feeling of relief over such assurances, are now confronted with an unprecedented disaster.

WELCOME PREPARED.

New York was preparing to give the Titanic a welcome greater even than that given to the Olympic in 1911. The passengers include many distinguished Americans, who waited over in Europe in order to enjoy the experience of voyaging homewards by the world's greatest and most luxurious liner. Altogether the souls on-board number 2,358.

The insurance effected on the hull amounts to a million sterling, but there were at least fifty tons of rubber aboard, much tea, consignments of diamonds, and valuable papers. The estimate is a million sterling in bonds and jewels alone.

London, April 16, 5 a.m.

Mr. Franklin, the vice-president of the White Star Line, said last night that it was impossible to estimate the money loss, but it would run into millions.

Crowds besieged the White Star offices at New York about nine in the evening. Women were in tears and men were frantic when the officials admitted that little was known of the fate of those aboard who were not first and second cabin passengers. They believed however that the s.s. Carpathia was bringing along all the first cabin passengers.

UNDER WRITERS SEVERELY HIT.

The "Times" states that the Titanic striking the ice and sinking within a fortnight of the insurance coming into force had not occurred to the insurance market as a reasonable possibility, hence none of the past vicissitudes of the underwriting world were approachable to this in severity. The cost of the building of the Titanic was £1,175,000, though the value was placed in the policy at a million.

The whole of this is uninsured because the British and continental markets were not big enough to swallow the sum. The rate paid was very low, less than one per cent. It is believed that much of the cargo is high-class material from the Far East, transhipped in England. There is one consignment of diamonds, possibly worth nearly a million, and the underwriters are lucky if they have no lines on ostrich feathers. The value of the pearls carried by one American lady alone is believed to be £120,000.

Reuter's Berlin correspondent states that the Reichstag stood as a mark of sympathy with the Titanic disaster. The President expressed sympathy with Britain and the other nations involved.

TELEGRAMS.

SHIPPING DISASTER.

"HORRIBLE LOSS OF LIFE."

[Service to the "Telegraph."]

London, April 16, 2.10 p.m.

Reuter's New York correspondent reports that the statement of the White Star official given out at nine last night was to the effect that there had been "a horrible loss of life." Though not giving details, this report tends to confirm the earlier Press wireless from Cape Race, showing that the loss of the Titanic was probably the most appalling shipping disaster on record.

ONLY BOATS AND WRECKAGE.

The s.s. Carpathia, it is reported, reached the scene of the disaster and found only boats and wreckage. It is believed that only 875 of the crew and passengers are saved out of a total of 2,200, mostly women and children.

The Titanic foundered at 2.20 on the morning of the 15th in latitude 41.16, longitude 50.14.

SEARCH ABANDONED.

London, April 16, 6.25 p.m.
Reuter's correspondent at Halifax states that the Parisian steamed through much ice during its search, but did not discover rafts or bodies among the wreckage which covered a large area. The Virginian, according to wireless messages, is proceeding to Liverpool having given up the search.

PREMIER'S STATEMENT.

London, April 16, 4.55 p.m.
Speaking in the House of Commons amid profound silence, Mr. Asquith read the latest news concerning the Titanic. He said he was afraid they must brace themselves to confront one of those terrible events, the order of Providence, which baffled, foresight, and which appalled imagination. He could not say more at present other than to express admiration that the best traditions of the sea seemed to have been observed, that willing sacrifices were offered so as to give a chance of safety to those least able to help themselves. He expressed the nation's heartfelt sympathy with those bereaved (sympathetic cheers).

REICHSTAG'S SYMPATHY.

Reuter's Berlin correspondent states that the Reichstag stood as a mark of sympathy with the Titanic disaster. The President expressed sympathy with Britain and the other nations involved.

TELEGRAMS.

SHIPPING DISASTER.

GREAT EMOTION.

[Service to the "Telegraph."]

London, April 16, 4.55 p.m.

The disaster has created amazement and dismay. Apart from regretfulness, the people are astounded at the inefficiency of watertight compartments. The news has been received with great emotion in the Continental capitals and the utmost sympathy is felt as people from almost every country have suffered. At the shipping ports flags are at half mast.

THE NIAGARA'S CALL.

London, April 15, 7.45 a.m.

Reuter's New York correspondent states that the French liner Niagara has arrived and reports that in the vicinity of the Titanic disaster on Wednesday night she was constantly brushing small floes. A thick mist prevailed and speed was reduced. Finally a severe shock was experienced and diners were thrown to the floor while dishes were scattered. The captain sent out a wireless call of distress which was subsequently cancelled when he found that the damage was less serious than he first thought.

AVIATION RECORD.

FIRST AIR-LADY.

[Service to the "Telegraph."]

London, April 16, 12 p.m.

The first lady to fly the Channel is Miss Craig, an American, who crossed from Dover to Hardelet. —Reuter.

AUSTRALIAN DESTROYER.

SUCCESSFUL TRIAL.

[Service to the "Telegraph."]

London, April 16, 12 p.m.

Reuter's correspondent at Sydney states that the locally constructed destroyer Warrego has made a successful trial, doing twenty-three knots an hour.

TELEGRAMS.

CHINA IN TRANSITION.

TROOPS SENT HOME.

[Our Own Correspondent.]

Shanghai, April 17, 9.10 a.m.

Two hundred Nanking rioters have been sentenced to death. The remainder of the Kiangsi troops have been sent home.

NOTABLES' MOVEMENTS.

[From Chinese Sources.]

Shanghai April 16.

Wong Ching-wai and Kan Cheong left Shanghai for Canton to-day.

THE LOAN DEADLOCK.

As the Chinese Government cannot meet the demands of the six powers interested in the loan the latter have refused to hand over any part of the loan contracted for.

Tak Ching-choung has recommended to Yuan Shih-kai the appointment of Wong Kwang-ki as vice minister for foreign affairs.

TANG'S FINANCE.

The people in Peking, Hunan, Hupoh, and Kaingsu, supported by two very influential newspapers are evincing strong opposition to the methods advocated by Tang Shao-yi in raising foreign loans. —"Shat Po."

NEW DIPLOMATIC COMMISSION.

Shanghai April 16.

Chan Yi-fan has been appointed diplomatic commissioner at Shanghai.

PROPOSED HUGE LOAN.

Hung Hi-ling, Minister for Finance, has telegraphed to President Yuan Shih-kai asking his opinion as the raising of a foreign loan for \$500,000,000. Foreigners who have been consulted on the subject have expressed the opinion that before such a loan could be floated it will be necessary that China's financial administration should be under the direct supervision of foreigners.

SEDDON CASE.

NO REPRIEVE.

[Service to the "Telegraph."]

London, April 16, 12 p.m.

The application for the reprieve of the death sentence in the Seddon poisoning case has been refused. —Reuter.

TELEGRAMS.

HOME RULE.

UNIONIST CRITICISM.

[Service to the "Telegraph."]

London, April 16, 7.10 p.m.

Speaking in the House of Commons, Mr. Walter Long said it was a mere pretence to suppose that a Bill propitiating the enemies of British rule and humiliating those who were loyal to the British flag, would bring peace and harmony to Ireland. There was no analogy in the case of the Dominions. In South Africa there had been a great process of unification, affording no precedent to the Government's proposals. In criticising the details of the Bill he said the nominated Senate was stillborn and without a friend anywhere. The land legislation provisions would throw a great scheme into hopeless confusion.

TIM HEALY APOLOGISES.

Mr. T. M. Healy made a strong appeal to the Unionists to become appeased. He suggested that half of the Senate should be nominated by Protestant bodies and that the Senate should be empowered to veto appointments over 500. He criticised the details of the Bill and warmly supported it generally. He apologised to Mr. Asquith for ever having expressed doubt regarding his sincerity.

BILL NOT FINAL.

London, April 16, 11.25 p.m.

Mr. Bonar Law said it was impossible to regard the Bill as a final settlement because it gave a constitution to which none of the self-governing Colonies would submit for a week. If it were necessary, and possible, he would give Ireland the same powers as Canada, because then there would be a chance of a friendly Ireland.

Under the present Bill, whenever things went wrong, all the blame would be placed on the Imperial Government's restrictions. The agitation would thus remain, the only difference being that the grant of the Irish Parliament would give it leverage and make it infinitely more dangerous than it was at present.

ULSTERMEN READY.

Mr. Bonar Law concluded by saying that Ulster's opposition made Home Rule impossible. Ulstermen were ready to lay down their lives. How could their resistance be overcome? He reiterated that the Government was introducing the Bill against its convictions and because it was dependent upon Irish votes. It was Mr. Asquith's debt of honour.

A DEBT OF SHAME.

Regarding the reform of the House of Lords he said that they must wait till the debt of shame was paid to Mr. Redmond. The Bill could not be carried without submission to the people.

BIRRELL'S RETORT.

Mr. Birrell said that the speech of Mr. Bonar Law was violent and impudent. The Liberals were content with their Prime Minister and did not envy the Opposition their new leader. —Reuter.

HOME RULE.

REPLY TO MR. BALFOUR.

[Service to the "Telegraph."]

London, April 16, 11.25 p.m.

Mr. Herbert Samuel, reply to Mr. Balfour, said it was expected that the Irish deficit would disappear in ten years. The Irish Government would be empowered to contract loans for development purposes. Mr. Balfour's arguments might with equal justice be advanced against any scheme of Colonial Government, but it was the denial, not the grant, of Home Rule that led to separatist tendencies.

HOME POLITICS.

DISESTABLISHMENT BILL.

[Service to the "Telegraph."]

London, April 16, 4.55 p.m.

Mr. Asquith announced in the House of Commons that the Disestablishment Bill will be introduced on the 24th inst. —Reuter.

CANTON NEWS.

[The "Telegraph" Correspondent.]

Canton, April 16.

The Public Works Department here has drawn up a schedule of regulations governing the dimensions of wharves to be erected for dealing with the river traffic.

The Shanghai Foreign and Chinese Relief Society for administering aid to the sufferers from famine in Kiangsi and Anhwei, has sent an urgent telegram to the Governor-General asking for support. According to the message 2,000,000 people are suffering from famine in the North, and so hard are they pressed that they are eating bark of trees and grass roots. On receipt of this telegram the Governor-General directed the Finance Department to remit \$20,000 to the society to aid the work.

Following the example of the members of the Seventy-two Merchants' Guild, the committee of the nine Charitable Institutions has telegraphed to President Yuan, asking him to instruct General Lung Chai-kwong to remain in Canton. They urge that his services cannot be dispensed with in view of the large number of ruffians scattered all over the province. They further add that the sentence meted out to the lately executed editor was perfectly justifiable. President Yuan in a reply gives it as his opinion that General Lung should remain at his post.

Some time ago considerable argument arose between Chan Yi-li, director of the Sunning Railway Company and the merchants in Kongmoon over the alteration of the route of the railway. The matter was brought before the Commissioner of Communications for decision. The Commissioner in turn left the matter to the Chamber of Commerce at Kongmoon and the Magistrate at Sun-mui, to inspect the line and report. Their report did not give any satisfaction to the directors and an experienced engineer will now be engaged to survey the line.

Dr. Sun-Yat-sen has informed the Governor-General that he will go to Canton within six days.

Japan, of Honolulu (the
do, and the fascinations of Niagara, San Francisco,
Chicago and New York.

AND THE WAY
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deservedly famous U. S. MAIL Steamers of the

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Steamers of Limitless Luxury. Splendidly appointed
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THE COST: is not more by this route with its unrivalled
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STEAMERS.-

| | | | | | |
|-----------|--------|---|---|---------|--------|
| MANCHURIA | 27,000 | " | " | Apr. 30 | 1 P.M. |
| MONGOLIA | 27,000 | " | " | May 20 | " |
| KOREA | 18,000 | " | " | June 18 | " |

INTERMEDIATE. -

| | | | | | |
|-------|--------|---|---|---------|---|
| China | 10,200 | " | " | Apr. 23 | " |
| Nile | 11,000 | " | " | " | " |

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FRED J. HALTON,
Agent.

Hongkong, 24th January, 1912.

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NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
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EASTWARD.

The S.S. "FULTALA," 4,154 tons, Capt. H. Chidley, now loading, will
be despatched for YOKOHAMA and KOBÉ on the 16th April, at Noon,
taking Cargo and Passengers at current rates, to be followed by S.S.
"FAZILKA," 4,152 tons, Captain W. H. Whittingham.

WESTWARD.

The S.S. "WARDHA" now loading will leave Hongkong for SINGA-
PORE, PENANG and RANGOON on the 16th April, 1912, at noon, followed
by the S.S. "MUTIRA" on 25th April, taking cargo and passengers at current
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The above Steamers have excellent saloon accommodation for passengers and
are fitted with all modern conveniences.
For Freight or Passage, apply to
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Telephone No. 215,
Hongkong, 13th April, 1912.

Notices

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

WEEK DAYS.

| | |
|--------------------------|---------------|
| 7.00 a.m. to 8.00 a.m. | Every 15 min. |
| 8.00 a.m. to 10.00 a.m. | " 10 min. |
| 10.00 a.m. to 11.00 a.m. | " 15 min. |
| 11.30 a.m. to 12.45 p.m. | " 15 min. |
| 12.45 p.m. to 1.15 p.m. | " 10 min. |
| 1.15 p.m. to 1.45 p.m. | " 15 min. |
| 1.45 p.m. to 2.15 p.m. | " 10 min. |
| 2.15 p.m. to 5.00 p.m. | " 15 min. |
| 5.00 p.m. to 8.10 p.m. | " 10 min. |

NIGHT CARS.

| | |
|---|-------------------|
| 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.30 p.m. | every 15 minutes. |
|---|-------------------|

SUNDAYS.

| | |
|--------------------------|---------------|
| 7.30 a.m. to 8.00 a.m. | every 15 min. |
| 8.00 a.m. to 10.30 a.m. | " 10 min. |
| 10.30 a.m. to 11.00 a.m. | " 15 min. |
| 11.45 a.m. to 12.00 noon | " 15 min. |
| 12.00 noon to 1.00 p.m. | " 10 min. |
| 1.00 p.m. to 5.00 p.m. | " 15 min. |
| 5.00 p.m. to 6.00 p.m. | " 10 min. |
| 6.00 p.m. to 7.00 p.m. | " 15 min. |
| 7.00 p.m. to 8.10 p.m. | " 10 min. |

NIGHT CARS as on Week Days.

SATURDAY.

Extra Cars at 11.45 p.m.
SPECIAL CARS.
Arrangement at the Company's
Office, Alexandra Buildings,
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JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 3rd Nov., 1911.

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AND

KOMOR.

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INSPECTION INVITED
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ORUICKSHANK'S COUGH REMEDY.

A Valuable Remedy for colds,
Bronchitis, Asthma, and all Diseases
of the Chest and Lungs. PRICE
\$1.00 per bottle.

THE
VICTORIA DISPENSARY.
Hongkong, 1st Feb. 1912. [129]


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4-20 BOUTON ROUGE 1
2-80 FELUCCA . . 2
2-50 NILOMETER . 3

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Hongkong, 30th January, 1912.

JOHN TAYLOR,
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BUTTERFIELD & SWIRE.
Hongkong, 23rd September, 1911. [42]

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AUTOGENOUS WELDING.
repair of boilers and hulls, welding of cracks.
Renewing of corroded plates by addition of metal
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Hongkong, 10th April, 1912 [206]

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Hongkong 16th Dec. 1911. [65]

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Messrs. WHITEWAY LAIDLAW
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lars obtained at the Office of Messrs.
PALMER & TURNER, Alexandra
Buildings, 3rd Floor.
Hongkong, 18th March, 1912, [244] Hongkong, 1st May, 1912 [1676] Queen's Road Central.

GUINNESS' STOUT, "HORSEHEAD,"



BRAND.

Sole Agents,
CALDBECK MACGREGOR & CO.
HONGKONG, SHANGHAI, SINGAPORE, TIENTSIN
and KUALA LUMPUR.
Hongkong, 25th January 1912. [48]



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Hongkong, 30th Mar., 1912 [17]

Just received, a fresh consignment of
PAUL CLOUT CHAMPAGNE,
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Presenting Positively the Most Novel,
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Gorgeous Scenery and Electrical
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A Fortune in Seen's Splendour.
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THE GREAT RAYMOND has
appeared before King Edward VII,
Kaiser Wilhelm, Czar Nicholas, King
Leopold, Emperor Franz Josef, King
Emanuel, Queen Wilhelmina, King
Manuel, King Alfonso and has received
Many Decorations.
Prices: \$3.50, \$5, \$2.50
Booking at MOUTRIE'S
Later On to the Peak.
Hongkong, 25th April, 1912, [406]

OUR CONTEMPORARIES.

WHAT THEY THINK.

China Mail.

The Execution of Chan Ting-heung.

As we expected the affair is
causing much discussion and
arousing a good deal of feeling
amongst the Cantonese. The
execution is described by more
than one as an act of great
injustice. At a recent gathering
of the Provincial Assembly the
case came up for discussion and
some strong things were said.
It was pointed out that at the
present moment there is no
evidence of serious danger.
Further, the examination of the
man was not conducted in accord-
ance with the rules governing
public courts. It was further a
cause of great aggravation that
there should have been any execu-
tion of an auditor at all. Such action
is regarded as an act of cruelty
consistent only with old world
barbarism. Even the old Manchu
officials, though they hated news-
papers and had reason for fearing
them, never executed an Editor.
The Assembly, therefore, have
decided that a copy of a res-
olution embodying their dis-
satisfaction, be forwarded to the
National Assembly at Nanking,
and that, after it has been dis-
cussed there it shall be sent on to
the President of the Republic.

Daily Press.

China's Iconoclastic Period.

In the written language, where
the meaning of each character is
complete in itself, a sign rep-
resenting the sound alone would be
susceptible of too many inter-
pretations for such writing to be
intelligible. Why should not
something now be done to bring
the written and spoken languages
into closer relationship with
each other? Sinologists will
certainly raise their hands in
horror at such an impious sug-
gestion, and we confess that we
should feel regret at seeing
the passing of the terse yet clear
style in which official documents
are indited, but must be admitted
that there is no real necessity for
this artificial separation of the
written and spoken language,
and that all the needs of dignity
and clarity would be found to be
amply fulfilled in a style like that
of Wang Yu-pu's colloquial
rendering of the "sacred Edict,"
which may now almost claim to
be classical itself. China is pass-
ing through an iconoclastic
period; Yuan Shih-kai might
well set the lead and issue
his Presidential Mandates in
clear, simple words, understand-
ed of the people, and abolish the
abstruse and archaic language
that was so beloved by the scribes
who drafted the Imperial Edicts.

South China Morning Post.

The Titanic Calamity.

The grim tragedy of the
disaster lies in the false sense of
security which the magnificent
equipment of the Titanic en-
gendered in the minds of the
public at large. The disaster
proves that modern science and
invention have not yet mastered
nature, and that while the dangers
of sea-going have been mini-
mised to a degree hitherto
unequalled, absolute immunity
has not been achieved. There is,
however, one feature of the cala-
mity which stands out in bold
relief and that is that but for
wireless the world might, as in
the case of the good ship Naronic,
have been left for ever in com-
plete ignorance of her fate. The
Naronic, of the same line, about
twenty years ago, left Liverpool,
also on her maiden voyage to
America. For over a year she was
posted as "missing" and eventual-
ly all hope of locating her was aban-
doned. To this day the world is
without a scrap of news concerning
the fate of the Naronic. Wireless
telegraphy has since been invent-
ed, and thanks to its valuable aid
many lives have been saved and
in the case of the Titanic, those
concerned the relatives of pas-
sengers particularly, have been
spared that awful strain of sus-
pense and anxiety which follows
when day succeeds day, and
weeks lengthen into months, and
no news is forthcoming.

THE BOOK WORLD.

Poisonous Literature.

The age we live in is the golden age of the policeman. The man in blue conducts us from the cradle to the grave. Not for a moment can the sacred people evade his authority. He enforces the education of its children. He will presently appear awful and immense, if the stamps are not properly affixed to its insurance papers. He is always at hand to enforce the collection of the taxes, which weigh more heavily upon us year by year. And now, if certain estimable gentlemen have their say, he is to be appointed the sole and omnipotent censor of our literature.

The solemn deputation which not long since implored the Home Secretary to check the sale of what it termed "demoralising literature" was not attended, as Mr. Gosse has explained in a just and courageous letter, by a single man of letters. The omission is serious, because the ultimate definition of what is "demoralising" in print must be framed not by well-intentioned publishers or alert magistrates, but by those who exercise themselves the craft of literature. It is and will always be a question not of morality but of aesthetic criticism. Even the deputation at the Home Office, ill-constituted as it was, seemed to have a glimmering of this truth. It accepted without reserve the recommendation "that a provision should be inserted to exempt from the operation of the Act any book of literary merit or reputation or any genuine work of art." And having accepted this recommendation, it left the delicate task of estimating literary merit or discovering genuine works of art to the Home Office and the police!

Books From Ignoble Presses.

If the deputation had in its mind only those books which are no books, those biblia, a biblia which are sold in secret and read in privacy, there would be no need of protest. Their intent is obvious to the first comer, and their punishment is, I believe, adequately provided for by the law. Neither definition nor criticism is necessary for their discovery. They proceed from ignoble presses, and they have not the remotest touch with literature. No provision need be inserted in any Act which is aimed to check their circulation. Books of literary merit, genuine works of art, are further from them than from the wrappers of pounds of tea, and though their stupidity diminishes vastly their power of harm, they deserve, and they should obtain, no quarter.

But it is clear that the police have drawn no fine distinctions in their literary criticism. There are still books on the border line, it seems, which baffle the subtlety even of Mr. McKenna and his satellites. With an uneasy sense that all is not well, the deputation desired that the word "indecent" should be used in conjunction with the word "obscene." I agree with the Dean of York that it is not easy to distinguish between these two epithets. The deputation further urges the police to be more vigilant and active in the matter of prosecutions. Have they not sometimes been over-vigilant? Within recent memory the translator of Emile Zola, that austere moralist, has suffered imprisonment, while Rabelais has been denounced as a "filthy priest" by an Old Bailey lawyer, and an honest publisher looked up for no other crime than publishing an edition of Urquhart's deathless version of Gargantua.

What I wonder, is a "poisonous" book. And what are the symptoms of book-poisoning? Is the disease fatal, or can its victims be cured if it be taken in time? Who they are who succumb to the poison of a book may readily be imagined. They have no chin, these poor creatures, and their foreheads redden

at an angle of forty-five degrees. Is it worth putting Rabelais in the dock and imprisoning the translator of Zola to save their feeble intellects from a shock? One would not have thought so. But an age which cheerfully sacrifices the fit for the encouragement of the unfit will not scruple to inflict an injustice upon the masters of literature, if only it can protect a few degenerates who suck poison from a printed page.

Men of Letters and the Police.

It is the duty of all men of letters, to watch with the keenest vigilance the action of their critics, the police. It is no new danger that threatens them, nor does it come unexpectedly. In all ages and in most lands there have been certain zealous persons, quick to scent offence, and unable to distinguish life from literature. They have condemned all such books, these zealous persons, as dare to transcend their own experience. They have visited the heroes (or villains) of fiction with such condemnation as they would measure out to their neighbours were they guilty of the same offence. Tom Jones was a wicked man, they say, therefore Fielding was a wicked man, and they are wicked who read his masterpiece. And if they could persuade the Home Office to place that masterpiece under its ban, they would believe they had done a profitable day's work.

Nor is it a delicate sense of morality which has persuaded those enemies of literature to the assault. Rather it is a pitiful lack of imagination. They do not understand books nor their purpose. They do not read them for enjoyment's sake, but rather that they may do their authors a mischief. They forget that life must be judged by one set of rules, literature by another, that a "genuine artist may lift the foul and ugly to the topmost height of beauty. The splendid verse of Sophocles purges of all offence the horrible sufferings of Philoctetes. Odysseus the King as the poet saw him and showed him is the victim of a noble tragedy. Probably for the policeman he is not better than an incestuous murderer, who would not be allowed on his beat for a minute.

Literature does not need the policeman. She does not want to answer irrelevant questions. When Flaubert, having written a work of genius, was put in the dock for his pains, the prosecuting counsel rivalled that homegrown specimen of ours who labelled Rabelais a "filthy priest." "Gentlemen," said he, "did Madame Bovary love her husband, or did she ever try to love him?" That is the kind of criticism which we may expect from the magistrate, and which cannot be tolerated even to save the imbecile from his folly. It is quite easy not to read books, and if the police are omnipotent let them restrain the fool from all printed matter and leave the man of letters to his own devices.

Virtue Laid Out by Officials.

And while the man of letters will guard his honour and his liberty from the assaults of the police and the puritan, while the quarrel of one shall be the quarrel of all, there remains a wider question to be answered. Shall we surrender ourselves and our morals wholly to the magistrate? If we do we shall lose much else besides our self-respect. A great bishop once said that he would rather see England free than England sober, and it is better that England should be free to choose her own books than to entrust the policeman with the management of her libraries. A millionaire who has purchased with his money bags the right to express once denounced the classics as "very filthy trash." The policeman would no doubt agree with him. But these are matters which each one must decide for himself, and with Mr. McKenna for our art critic we shall fare ill if we do not make our decision clear. Above all, let us be virtuous with our own virtue and not with the virtue laid out by Government officials. For virtue is atrophied by disuse, and when it has perished the wisest laws ever devised to save man from his own responsibilities will prove a sorry substitute. "Daily Mail."

NEWS FROM HOME.

ENGLAND.

Berkshire.

The Rector of Slough, Windsor (Rev. P. H. Elliott) has received another anonymous gift of £2,000 towards the rebuilding of the west end of Slough parish church. This brings the total sum received in anonymous donations for the purpose to £9,000, in addition to over £4,000 subscribed by other parishioners.

Death has come as a happy release to Henry George Pilcher, for many years a remarkable and pathetic figure in the picturesque village of Bray-on-Thames. Born forty-nine years ago, Pilcher joined the Royal Navy when a lad, and soon made a rapid advance in his profession. Overstudy, however, unhinged his brain, and he was invalided out of the Navy. He returned to his native village of Ilpworth, near Maidenhead, and resolved to live an open-air life. He obtained possession of a shed in a meadow near Bray Church, where he lived alone a gipsy life for nearly four years.

Derbyshire.

Surgeon-Lieutenant-Colonel Wrench, M.V.O., medical attendant to the Duke of Devonshire, left Baslow on his bicycle recently for Buxton, and on nearly completing the uphill journey of twenty miles, fell off his machine and expired almost immediately. He was seventy-eight years of age, and had served in the Crimea and in the Indian Mutiny.

Dorsetshire.

In view of complaints of ratepayers of West Moors, the Wimborne Rural District Council has decided to take proceedings against a number of gipsies encamped in the district. It is alleged that the neighbourhood has been almost depopulated of gorse and wood by the gipsies stripping hundreds of trees.

In fulfilment of a provision in his will that his body should be buried at sea, the funeral of Mr. A. W. Spence Hitchman, of Weymouth, took place recently seven miles from the shore at Portland. A steamer was chartered for the purpose. The burial service was conducted on board by the Rev. S. Hawkins, a friend of Mr. Hitchman. The body, sewn up in canvas and heavily weighted, was placed in a box, which was covered with a Union Jack. One end of the box was detachable, so that when it was tilted the body would quickly disappear into the sea. Mr. Hitchman, who was educated at Rugby and called to the Bar, owned at one time a large steam-yacht. He inherited a fortune from his father, a brewer.

Middlesex.

Charged at Feltham recently with unlawful possession of coal, supposed to have been stolen, an elderly man, Thomas Smith, of Ashford, was stated to have said on arrest: "I have been out of work a long time, my wife is ill, and we are nearly starving. I took the coal to give her a bit of firing." He was given a good character by a detective, and was bound over, the chairman saying the Bench were very sorry for him.

A woman named Mrs. Snelling, of Winchester-road, St. Margaret's (Middlesex), has been bound and gagged by two men, who entered her house in the daytime and stole £30. Mrs. Snelling was in the kitchen when two men entered and gagged and bound her. One asked where her uncle, who lived in the house, kept his money. She said she did not know he had any, whereupon a man struck her. Finally they made off after ransacking the uncle's bedroom and taking £30. Mrs. Snelling was released when her uncle arrived home about three-quarters of an hour later.

Norfolk.

Mr. William Hulley, who for fifty years was musical director at St. Mary's Roman Catholic Church, Great Yarmouth, and Mrs. Hulley have just celebrated their diamond wedding. All their children and great grandchildren are in the musical profession.

Messrs. John Thornton & Co. recently sold at York the entire Sandringham herd of short-horn cows and heifers bred by

the King. Trade was not very brisk owing to the dislocation caused by the coal strike. Kingscote Waterloo IV., tracing her descent from the famous Bates-Waterloo strain, was purchased by Lord Middleton for 55gs. Water Queen, a heifer, also of the Waterloo strain, was bought by Mr. Hobson, of York, for 45gs. Mr. Falconer, of Hampshire, paid 51gs. for a red and white four-year-old heifer Constantia, of the Cruickshank blood, and another, Lancastrian Gipsy, was sold to Mr. Pumphrey for 50gs. to go to Northumberland.

Northamptonshire.

Lord Ludlow has resigned the presidency of the Lamport Parish Council on account of a difference of opinion with the rector, the Rev. Watkins Pitchford, who claims the ownership of the parish room. A few days ago Lord Ludlow called a meeting to be held in the parish room. Mr. Pitchford then issued a circular, announcing that he would permit no future meetings to be held in the room unless his consent in writing was obtained. Lord Ludlow does not admit the rector's claim.

The Pontonville book dealer John Edward Tinkler, who is charged with stealing valuable books from Peterborough Cathedral Library, was recently committed for trial at Peterborough Quarter Sessions. The principal witness was Edmund Hunt Dring, an assistant to Mr. Quirich, book-seller, of Grafton-street, W., who said that in 1909 he purchased a number of books from a man named Ross (who, the prosecution allege, is an agent of Tinkler's) for £337. Among them was a book for which he gave £75. The witness produced four of the books. Three of these, Canon Gordon said later in the witness-box, belonged to the Cathedral Library.

SCOTLAND.

Glasgow.

The Corporation of Glasgow have decided to take over and work for one year the tunnel owned by the Glasgow Harbour Tunnel Company, and to spend not more than £1,200 in putting it in order, on condition that at the end of the experimental period they have the option of purchasing the undertaking at a cost not exceeding £100,000. The company have fixed the purchase price at £143,000, but it is probable that this action will be postponed until the value of the tunnel to the Corporation has been shown by actual working. Owing to the competition of the Clyde Trust ferries the tunnel had to be closed in May, 1907, after being open for 12 years.

Fifeshire.

Complete dead-lock exists in the strike of seventeen friendly society doctors at Dunfermline. The doctors are demanding from the friendly societies an advance from the existing rate of 4s. per head per annum to the 8s. 6d. rate which the profession has laid down as its minimum under the Insurance Act. The friendly societies have made arrangements with two outside practitioners to do the work. "If these imported doctors are members of the association," stated the secretary of the British Medical Association, "they will be immediately expelled from the association. Local medical men will refuse to meet them in consultation or to assist them at operations, and naturally they will be ostracised socially."

HEAT PROSTRATION.

Its Treatment and Cure.

Exposure to heat may cause fainting or exhaustion, or may produce still more serious effects on the brain and nervous system, including excitement, unconsciousness, and, if very severe, death from apoplexy.

In the event of an attack, the sufferer should be removed to the shade, his tight clothing loosened and cold water applied to the head. As soon as possible, he should be taken home, and if the face be flushed and the skin hot, cold water and ice, if it can be

obtained, should be applied over the head and body and medical aid should be sought.

After the immediate results of the exposure have been counteracted, the question of diet on which the maintenance of the sufferer's life and health depends is the one which demands consideration. It is obvious that when weakened, as all the natural forces are, the stomach and digestive organs generally are in no condition to deal with the ordinary articles of diet, many of which impose a tax on the digestion. The food should, therefore, be of the blandest and most nutritious character, so as to put the least possible strain on the digestive organs. At the same time, the diet should be as revitalising and restorative as possible.

The Quickest Restorative.

It needs no great knowledge of dietetics to appreciate the fact that relatively few articles combine these two necessary and important qualities. One, however, does fulfil these two requirements in a supremely advantageous manner. This is Sanatogen. Composed of the body-building part of the purest milk, chemically combined with that salt of phosphorus which is found in the nervous system, it is one of the blandest—as it is the most nutritious—revitalising and reinvigorating foods known to Science. Its use is, in many cases, followed by such a sensation of well-being that a well-known writer has described it in the words, "Almost immediately after taking it, I feel as though a stream of liquid life has been poured into me."

Even those people who do not react so rapidly to its benefits, very soon experience a sensation of strength and revitalization which are particularly gratifying after the feeling of utter prostration and lack of tone which are so characteristic of the results of heat. In this connection, the following letter from Mr. Thomas Lynn, Calcutta, will be read with particular interest, for it shows how Sanatogen enables even those who have to fight against the effects of heat when their bodily forces are weakened by disease derive immediate health and strength from the preparation.

And the Surest, too.

Mr. Lynn writes:—"I was a broken-down wreck of a man, as far as health goes, and had been a martyr to Malaria for four years, being constantly in the hands of the doctors, and becoming weaker and weaker, with the natural run-down condition and its accompaniments, brain fog, nervousness and dyspepsia. Everybody advised me to go to the hills for some months; but this was impossible. Sanatogen was strongly recommended by a friend, and I am delighted to say that only two bottles have made an extraordinary difference for the better—nay, for the best. I shall always highly recommend Sanatogen everywhere I go."

Write for a copy of most interesting booklet "The Art of Living" by Dr. Andrew Wilson, which will be sent free to all mentioning this paper on application to A. Wulff & Co., 8, Kinkiang Road, Shanghai.

Sanatogen can be obtained of all chemists.

Hotels.

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Hongkong, 20th April, 1911.

J. H. TAGGART, Manager. [25]

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[22]

F. REICHMANN, Proprietor.

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THOSE wishing to enter for the SOLDIERS' CLUB CRICKET AND FOOTBALL CHALLENGE SHIELD, Competitions should notify Mr. THORNHILL of the Soldiers' Club. Entrance Fee \$5. Hongkong, 2nd March, 1912 218 [27]

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H. HAYNES, Manager.

Hongkong, 16th Jan., 1912. [95]

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The Hongkong Telegraph.

HONGKONG, WEDNESDAY, APRIL 17, 1912.

THE TITANIC DISASTER.

There seems no ground now for hope that the Titanic disaster—and the name of the vessel fits in with grim significance—is anything but calamitous. The event is rendered more horrible by reason of the fact that earlier messages were reassuring to a degree. Some of them, indeed, were so misleading that people will be tempted to use bitter words concerning them. One telegram said that an official wireless message announced the towing of the vessel to shoal water. Later messages were even more gratifying. One stated that the Parisian and the Carpathia were standing by and that all the passengers had been taken off. Another gave out that the passengers were gradually being transferred to the Parisian and the Carpathia. These messages bore out each other and seemed to have the stamp of truth.

It is now reported that the Carpathia reached the scene of the disaster and found only boats and wreckage, and that the Parisian found wreckage but neither rafts nor bodies. Clearly, therefore, if these later telegrams are trustworthy as seems only too certain neither the Carpathia nor the Parisian was in time to stand by and help in the taking off of passengers. Presumably the Carpathia arrived after the foundering of the great liner and found 868 people, out of the 2,358 on board, in the Titanic's own boats. The definite statements regarding the time of the disaster, the latitude and longitude, indicate clearly that a wireless message has been sent by one of the steamers which hurried to the rescue and that the information was furnished by some member or members of the Titanic's crew.

The most painful feature of the disaster, however, is that those on board appear to have entertained a belief in their safety up till the last. The wireless operator's message to his parents—"Practically unsinkable; don't worry!" reads pathetically now. It was believed that it would be easier to sink a cork than the Titanic, and it is clear that up till the last dread moment of foundering those on board felt secure of safety, and placed trust in the statement that the vessel was "practically unsinkable." There is something unspeakably sad in the thought of some 1,600 people standing on the brink of an unplumbed eternity without realising it to the full. In one sense, no doubt, it is better so, for death, if it is to come, had best come quickly and without the agonies of anticipation. But the mind reels from the possibility that some of those 1,700 lives might have been saved if the danger had been realised to the full. No one knows for certain, save perhaps those saved, that this is so, but the horrifying thought cannot be driven from the mind.

The march of science is great and has reduced danger to a minimum; but every event of this nature proves yet again that the works of man are never flawless. Masterly as they are, fruits of the finest skill in the world as they are, in contact with savage nature they crumble and fall and are as though they had never been. The last reflection, based on messages received this afternoon, is one of pride that the passengers saved are "mostly women and children." The best traditions of British pluck have been maintained.

DAY BY DAY.

Worry to excess destroys both mind and body.

To-day's Paper.

On pages 1 and 5 will be found telegrams dealing with the Titanic disaster. On page 4 appears an interesting announcement regarding the Chief Justice. Further discussion on the Home Rule Bill will be found on page 1 while the nature of the Powers note to the Porte appears on page 5.

For street gambling an offender was fined \$3 or seven days.

A man was fined \$10 or one month's hard labour for street gambling, at the Magistracy this morning.

Mr. Chan Kai-ming has been appointed a member of the Sanitary Board in succession to Mr. Lau Chau-pak.

For stealing a piece of fish a man was sent to gaol for one month with hard labour, at the Magistracy this morning.

One of the Sisters Price who have been appearing at the Bijou Theatre, was, we are informed, removed to hospital to undergo an operation last night.

We are informed that subject to audit the Hongkong Electric Co. Ltd. will pay a dividend of 14 per cent. for the year ending February 29, 1912.

As the s.s. Heung Shan was leaving the wharf last night for Canton a man threw himself overboard. He was rescued and handed over to the police. When well enough he will be brought before the Magistrate.

The wife and family of President Yuan Shih-kai have arrived at Tientsin from Honan, where the state of affairs is anything but promising. The President has never had any of his family with him in Peking since his recall, except a couple of his sons.

The Chief of the Bureau of Civil Affairs at Wuchang has issued a proclamation stating that he has received information from Nanking that priests in Anhui have formed secret societies for the extortion of money from the people. The people are warned, says the "Peking Daily News," not to be cheated—and those priests will be severely punished when arrested.

The "China Critic" learns from Dally that the weather has been so warm there that the bathing season has already commenced, and many foreign and Japanese residents go out to the Yamato Hotel, on the back beach, for week-end and other holidays.

Several ladies have asked General Li to establish a women's law school in order to promote the political education of women as a preliminary step to giving them a voice in the parliament. It is reported that General Li has told them that the time is not yet ripe for women to learn law.

Eleven boat masters were charged at the Marine Court with failing to take out a special permit for one voyage. The cases were dismissed by Commander Beckwith, a special permit to be taken out for each boat, and a monthly permit to be issued with licences for 1912.

An Able Barrister.

One of the features of the case which has had such peculiar developments in the Supreme Court was the opening speech for the defence by Mr. W. V. Drummond. This able barrister who is over seventy years of age spoke for two hours without reference to any notes whatever, and gave a lucid explanation of his client's case, that has been highly spoken of by those fortunate enough to hear it.

CHIEF JUSTICE RETIRES FROM A CASE.

An Astonishing Development.

An entirely unprecedented position was arrived at this morning in the case arising out of the affairs of the Yik Lung Bank, the hearing of which was commenced by the Chief Justice at the Supreme Court this morning. The case was one in which Li Tso-shi, a widow, residing at 139 Connaught Road West, proceeded against Li Po-kwong, of 79 Connaught Road and Li Chung-lin alias Li Po-shun of 49 Caine Road.

The plaintiff's claim was as executrix and sole legatee under the will of Li Chuk-shi, deceased, to recover from the defendants the sum of \$77,250.07 being \$54,461.08 money lent by the deceased on a note given by the defendants for \$150,000 on January 12, 1905, and as the sum of \$22,788.99 balance of the claim being interest at the rate of eight per cent. per annum. In the alternative plaintiff claimed \$54,461.08 money paid by the deceased on behalf of the defendants at their request, and \$22,788.99 interest. A claim was also made for interest from the date of the issue of the writ until payment or judgment.

Mr. M. W. Slade, K.C., and Mr. Eldon Polter, instructed by Mr. R. A. Harding, appeared for the plaintiff and Mr. W. V. Drummond of the Shanghai Bar, and Mr. C. G. Alabaster, instructed by Messrs. Ewins and Haston appeared for the defence.

His Lordship's Position. On Monday and again yesterday the case continued to become complicated and we understand that on the former day His Lordship intimated that he felt it impossible to try the case properly as he had all the facts of the previous cases in his mind.

However, we understand that the parties asked for the case to proceed and His Lordship eventually heard the commencement of the case. To-day we are informed that he again held a consultation with the representatives of both parties, and again expressed his inability to give the case a proper hearing.

Lengthy discussions were held in the Chief Justice's room and eventually a "Telegraph" reporter was informed that in order to solve the question, His Lordship will go on leave on Monday next, and that the case will be heard *de novo*, but on the same pleadings, by the Hon. Attorney General, Mr. Rees-Davies, K.C., who is to be appointed Chief Justice.

We understand that His Lordship will make a statement tomorrow morning in connection with the case. Another "Telegraph" representative writes:—Rumour has it that Sir Francis Pigott, the Chief Justice, will, before his retirement at the end of the month, take a short vacation on leave, beginning on Monday next, April 22. The Hon. Mr. Rees-Davies, Attorney General, will act as Chief Justice, and Mr. Alabaster, who acted last year as Attorney General, will again act in the same capacity.

LOCAL SPORT.

SOLDIERS BILLIARD TOURNAMENT.

The fourth and fifth games between the R.E. "B" Team and 87 Company R.G.A. were played on Tuesday evening, in connection with the above tournament. The Engineers have now a lead of 185 points. The first game was between O.S.M. Tatton R.G.A., and Corp. Egan R.E. The latter won by 100, making breaks of 20 (twice), 13 and 15. S.M. Tatton's breaks were 17 (twice) and 10. The second game was between Sergt. Heath R.G.A., and Sapper Morgan R.E. Again the Engineers won, this time by 50 points. The winner made breaks of 15, 18, 10 and 18 and the loser 10 (twice).

THE HONGKONG GOLF CLUB.

Results of recent competitions held by the Hongkong Golf Club are as follow:—

Captain's Cup.

Rev. Foster Pegg 77 plus 1 eq. 78
Mr. F. Harrison 98 min. 18 " 78
Mr. A. R. Austin 93 " 15 " 78

Mr. J. W. Stewart 97 " 18 " 79
Mr. Bulmer Johnson 91 " 12 " 79
Mr. W. B. Hinds 92 " 12 " 80

Mr. A. MacKenzie 92 " 9 " 83
Captain Spicer 92 " 9 " 83
Mr. R. E. O. Bird 90 " 16 " 83

Mr. M. M. Maas 105 " 18 " 87
Mr. E. L. Arnold 106 " 16 " 90
Major Caulfield 93 " 5 " 88

Tie for Cup.
Pool.
Nov. Foster Pegg 77 min. 1 eq. 78
Mr. F. Harrison 96 " 18 " 78
Mr. J. W. Stewart 97 " 18 " 79

Mr. Bulmer Johnson 91 " 12 " 79
Mr. J. D. Kinaird 89 " 0 " 80
Mr. M. A. Murray 84 " 4 " 80
Mr. A. W. Walkinshaw 81 " 1 " 82
Mr. A. MacKenzie 92 " 9 " 83
Capt. Spicer 92 " 9 " 83
Major Caulfield 93 " 5 " 88
Mr. E. L. Arnold 106 " 16 " 90
Tie for pool.
64 Entries.

CORRESPONDENCE.

St. John's Cathedral.

(To the Editor of the "Hongkong Telegraph.")

Dear Sir,—Some time ago I was asked to act as Hon. Secretary and Treasurer in the matter of an address and presentation to Rev. F. T. Johnson before his departure from this Colony on May 7 next.

I sent out a circular approved by the Church Body to seatholders; now, as it has come to my knowledge that several of these circulars have gone astray, I ask if you will kindly insert this letter in your paper.

I have received many replies and now beg to request those who may wish to add their names to the list, to send to me as soon as possible.

The address is in the office, (Leigh & Orange, Prince's Buildings, 1 Des Vaux Road Central), for signature before May 1.

Yours faithfully,
Alfred Bryer,
Hon. Secretary.
Hongkong, April 17, 1912.

CHINESE IN NEW YORK.

New York's Chinatown outdid itself recently in honouring Yuan Shih-kai to mark his taking the oath of office as first President of the Republic of China. Mott, Pell and Boyers streets blossomed out at sunrise with the new flag, and this vari-colored bunting and the Stars and Stripes mingled on the fronts of the ramshackle building transforming them in appearance. The new Chinese emblem, which replaces the dragon, is comprised of five stripes of red, yellow, blue, white and black. The colors are brilliant and the flag is striking.

Chinamen came from all over the greater city, and a few arrived from Philadelphia, Trenton and Boston to take part in the celebration, which was in charge of the Hank San Gong Society, of which Yung Gu is President. All wore American garb and were quiescent.

The main incident of the day was a banquet given by the society. Three thousand members were present, and it was necessary to set tables in three restaurants. For several hours the guests regaled themselves on birds' nest soup, pineapple, fish, sharks' fins, yak-o-main, rice in a dozen forms, tea and rice wine.

To add to the interest there was a wedding feast at Loo Lin's Flower Kingdom Restaurant, No. 14 Mott Street. Willie Ung Chung, a merchant, was married to Miss Lee Gum Toy and more than one hundred persons welcomed the couple in Chinese fashion.

GOLF.

Results of recent competitions held by the Hongkong Golf Club are as follow:—

Captain's Cup.

Rev. Foster Pegg 77 plus 1 eq. 78
Mr. F. Harrison 98 min. 18 " 78
Mr. A. R. Austin 93 " 15 " 78

Mr. J. W. Stewart 97 " 18 " 79
Mr. Bulmer Johnson 91 " 12 " 79
Mr. W. B. Hinds 92 " 12 " 80

Mr. A. MacKenzie 92 " 9 " 83
Captain Spicer 92 " 9 " 83
Mr. R. E. O. Bird 90 " 16 " 83

Mr. M. M. Maas 105 " 18 " 87
Mr. E. L. Arnold 106 " 16 " 90
Major Caulfield 93 " 5 " 88

Tie for Cup.
Pool.
Nov. Foster Pegg 77 min. 1 eq. 78
Mr. F. Harrison 96 " 18 " 78
Mr. J. W. Stewart 97 " 18 " 79

Mr. Bulmer Johnson 91 " 12 " 79
Mr. J. D. Kinaird 89 " 0 " 80
Mr. M. A. Murray 84 " 4 " 80

Mr. A. W. Walkinshaw 81 " 1 " 82
Mr. A. MacKenzie 92 " 9 " 83
Capt. Spicer 92 " 9 " 83

Major Caulfield 93 " 5 " 88
Mr. E. L. Arnold 106 " 16 " 90
Tie for pool.
64 Entries.

MY JOURNEY TO THE PEAK.

A Common Person's Impressions.

It was a glorious day; the sky was cloudless, peaceful and composing in its rich azure. Every-

MY JOURNEY TO THE PEAK.

A Common Person's Impressions.

It was a glorious day; the sky was cloudless, peaceful and composing in its rich azure. Every-one appeared bright and pleased with the world, and I too felt that all the happiness "The Valley" might contain could not compare with life on so delightful a day. The second of the month at that, with notes lying sunily tucked away and chits consigned to the fire of scorn. How nice, ay, ideal, everything appeared. It was a day of inspiration and I felt an ambition to do something, high and hard. I was in the neighbourhood of Murray Barracks, away from the odour of overdried fish and the choking fumes of smouldering sandal wood. Like some zephyr charged with the scents of orchard and vineyard came the gentle breeze from the Victorian water. I glanced to my right and a sign post indicating the road to the Peak Tramway re-inspired me with ambition to be above the masses. Yes, I would ascend. Walking with that air of superiority which all trained Peakites adopt I sauntered with a charming carelessness to the station Drawing room by my wallet a ten dollar bill I flung it to the conductor with that contempt for its value which the coster who has backed a winner shows for the penny he slings to the organ grinder.

Marks of Quality.

The class was never mentioned; there was no necessity. I wore flannel trousers and a balanced, with commendable poise a Londoner. I carried a tennis racket, wore an ill shaped felt hat and when I wiped my brow my recently shampooed and brilliant hair shone with the lustre that denotes grooming.

Truly I was "it." I made no mistake about that, but I certainly did not give thought to the competition for the honour. From the car alighted soldiers, sailors, ordinary civilians, superior civilians, ultra superior civilians and a couple of Chinese who, I was inclined to believe, were shuffly by the handful of envelopes they each carried and the "loves-labour-lost" reflection on their glistening faces. The last gentleman to leave the incoming train I believed to be a government official; I really don't know why, except that he looked so comfortable, and showed a supreme disregard for time.

The Ladies.

The ladies, of whom there were three, passed by with the rustle of skirts and an exhibition of billowy lace which convinced one the sex were in the minority, expected to be the cynosure of all eyes, and pseudo-unconsciously the targets for admiring glances. For a few moments there was an aerial combat for supremacy between parma violet, jacket club and phulnana but the fragrance was but short lived. My neighbour was a sailor and he was smoking some "twist" in a clay pipe which he must have brought out from home on commencing his practically expired term of seven years on the China station. The fumes were not common—the ordinary smelling fumes. These stuck to your teeth and could be masticated if you were devoid of palate. I was pleased I had booked "first" and hoped my "friend" would elect to walk.

Derring-do.

"Thank you!" I was thus indicating to an austere matron with pince nez that I wished to board the car and in the particular seat, the entrance to which her retort frame commanded. Elevating her head so as to make it practically impossible to see me, she turned slightly towards me and said nothing. I brushed by, hanging tightly on to the seat in front lest I should encroach upon the privacy of a sleeping pet corn. It was cowardly; I should have located the corn and rested my one hundred and sixty pounds of avoirdupois on the fleshy promontory. Her glances were monotonous in their regularity. First she would look to the right, then to the left at me with that freezing air, the copyright of the aristocracy.

How dare I enter the car? I made an inquiry of the ticket collector and this was my entree undoing. When she heard my broad Hibernian-Lancastrian intonation she scorned me.

Mystic Signs.

The alighted and I went to the

side of the car so that I might get a glimpse of the Western end of the harbour. I had hurriedly got a focus of the multitudinous craft scurrying between the loading and unloading liners before another ultra superior individual also in flannels and with a lady made a sign with his finger like a constable directing traffic at the Mansion House, which he meant me to interpret as "move up." Now if there is one thing that sticks in my throat it is to be directed like a ricksha coolie. So I made a sign back to him in the deaf and dumb alphabet as though I understood him not. He turned to his companion and said something about an ass and she eyed me up and down as though she expected to see suspended from my neck a little tin can for alms and a melodeon reposing on the seat. She looked disappointed when she found they were both missing, and I firmly believe I saw coins with significant square holes in the centre, shining in her hand.

Eventually we reached the summit and my excitement was allayed by the bracing breeze that fanned my perspiring brow. On the return journey a sweet little girl of about seven years entered the tram. I asked her about her school and her lessons. She bewildered me with her charming simplicity and affability. I had anticipated a rebuke but on the contrary we were real companions for the whole of the journey. I understand it now! She had not become educated enough to realise that she resided on the Peak.

J. T.

CHINESE RIVER GOD.

A message to the "China Press" dated March 14 runs:—Give ear and know that the messenger of the thwarted River God is here from the Yellow Sea. Therefore it is that Alfred K. Scanze, who once thwarted his will in China, obtained a permit yesterday to carry a revolver.

Scanze is now an engineer superintending work in the building of the Hotel MaAlpin, at Broadway and Thirty-third street. He received the shock of his life last Saturday when a labourer handed him a slip of paper written in Chinese, saying he had received it at the gate from one from the Celestial Empire.

Knowing that he always sent his collars and cuffs to a steam laundry, Scanze at once guessed that some dreadful portent was in store for him.

So he had the letter translated by one of the illuminati, to whom he was taken by Professor Mercer, of the Department of Public Affairs of Marbridge University. The message was as follows:—

"I have been appointed by Our Great River God to deliver this message to you. You are responsible for the Yangtze-Kiang flood, and great was the sacrifice. In robbing the god of the offering you have invoked his anger upon our people, who have since suffered much. Prepare for a visit."

Nothing more kindly than giving the warning to prepare could have been thought of by Mr. Scanze. He went with the professor to police headquarters and told Fourth Deputy Commissioner Dillon that as the Messenger of the River God might be armed with a hatchet and a revolver or two he would like to be thoroughly ready. A permit to carry a revolver was therefore granted to him.

It is a sad story of ingratitude that Mr. Scanze tells. In 1909 he was a midshipman on board the gunboat Mindora in Chinese waters. He obtained leave of absence and went on a trip up the Yangtze-kiang on board a trim little steamboat. One day a fair young girl either fell or jumped from the deck.

"I will save you," cried the midshipman, as he leaped into the yellow current and snatched the girl from a watery grave. Instead of hailing him as a hero the Chinese passengers looked upon him with disdain and ignored him. The girl was soaked and ungrateful. Then Mr. Scanze learned he had prevented a sacrifice to the River God. Now he believes some evil genius has pursued him here to wreak vengeance.

But with Alfred K. Scanze, who has since then been a

side of the car so that I might get a glimpse of the Western end of the harbour. I had hurriedly got a focus of the multitudinous craft scurrying between the loading and unloading liners before another ultra superior individual also in flannels and with a lady made a sign with his finger like a constable directing traffic at the Mansion House, which he meant me to interpret as "move up." Now if there is one thing that sticks in my throat it is to be directed like a ricksha coolie. So I made a sign back to him in the deaf and dumb alphabet as though I understood him not. He turned to his companion and said something about an ass and she eyed me up and down as though she expected to see suspended from my neck a little tin can for alms and a melodeon reposing on the seat. She looked disappointed when she found they were both missing, and I firmly believe I saw coins with significant square holes in the centre, shining in her hand.

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TELEGRAMS.

SHIPPING DISASTER.

868 SAVED.

(Service to the "Telegraph.")

Bombay, April 17, 7.30 a.m.
 Reuter's New York correspondent states that the Olympic has sent a wireless message to the effect that the Carpathia is making for New York with 868 survivors, mostly women and children. Of these 675 are passengers.

SOME OF THE RESCUED.
 A partial list of the rescued has been sent by wireless from the Carpathia. They include Messrs. Asor, Didenor, Hays, Turrell-Cavendish, Sir Cosmo and Lady Duff-Gordon, the Countess of Rothes, Colonel Simonius, President of the Swiss Bank, Mr. Behr, Mr. Janney, chairman of the White Star Line, and Mr. Hays. Up till now there is no news of Mr. Stead. There are 1508 at present missing.

The Carpathia is expected at New York on Thursday afternoon. She is hampered by large icebergs. There are twenty miles of field ice.

HOPE ABANDONED.

Reuter's St. John's correspondent states that all hope is abandoned of any of the Titanic's passengers, other than those on the Carpathia, being alive. All the steamers which were searching in the vicinity of the disaster have continued their voyages.

POSITIVE NEWS.

Reuter's New York correspondent states that the White Star Company announces that it has received positive news from the Olympic that the survivors number 861. A wireless message from Cape Race states that neither the Virginian nor the Parisian has passengers from the Titanic on board. Earlier messages gave a glimmer of hope and a wireless message from the Virginian stated that she had turned for St. John with such passengers as she might rescue. Every thing, however, remained uncertain and, while the only news was intermittent, the transmission of it was hampered by amateur interceptors along the coast—Reuter.

TRIPOLI WAR.

POWERS AND THE PORTE.

(Service to the "Telegraph.")

Bombay, April 7.30 a.m.
 A message from Constantinople states that the am bassadors have presented to the Porte a communication with reference to mediation. It states that the Powers having obtained the Italian conditions now desire to know those of Turkey.

Asym Bey has asked for time to frame a reply which, it is almost certain, will be in the negative, Turkey refusing to negotiate for peace on the basis of the Italian claims—Reuter.

ASSIZES POSTPONED.

The Criminal Sessions have been postponed until Monday. The court will be occupied tomorrow by a Habeas Corpus application in connection with the extradition proceedings taken against the Filipino journalist Vicente Sotto, who is wanted in the Philippines to undergo a term of imprisonment for abduction. We are informed that some very interesting points are to be raised for the defence.

GIBES AT THE CLERGY.

Minister's Speech on the Question of Disestablishment.

In view of the Prime Minister's announcement that the Disestablishment Bill is to be introduced on April 24, a report of a speech on the question by Mr. Augustus Birrell reads interestingly:—
 Mr. Birrell attended a luncheon given to members of Parliament at the Westminster Palace Hotel by the Protestant Dissenting Deputies and the Committee of the Liberation Society.

Responding to the toast of his health, he said: In regard to the education question it was necessary for Nonconformists to make up their minds what it was they wanted. They must take care that their solution of the question

was the same all round. He thought that where there were great differences of opinion compromise was not a thing to be lightly disregarded.

They must make up their minds whether they would prefer to get something new for certain, or risk the future and have the satisfaction of maintaining something through thick and thin which they believed to be right.

We were faced to face once more, said Mr. Birrell, with the great and grave question of Disestablishment. How did we find the disposition to argue this question? Pious and good men belonging to the Church of England were found approaching the question in an easy-going fashion and whispering into the too-facile ears of some Nonconformists—(hear, hear)—arguments of this kind:—
 "Surely, surely," they say "are we not a Christian nation? I am not a pre-eminently desirable thing that there should always be a steady and constant supply of educated men in whose life you can always have complete public confidence—(loud laughter) who are able and ready to put crowns on the heads of our Kings and Queens, to read stately and moving prayers by the gravesides of our illustrious dead, and, what is still more important in our national life, to be ready always to invoke the god of battle when, with our hearts aflame, we go out to war, and then to sing psalms to the Prince of Peace when sick and sorry, we are only too glad to come out of it?" (Loud laughter.)

If we were a Christian nation, it could only be, he thought, because we were a nation, preponderantly composed of Christians who had found such a thing as common Christianity. But common Christianity was, after all, nothing more than the old friend Cowper-Templeton, Board-school Christianity, which was denounced as an imposture by the most active-minded of the dominant party in the Church of England.

When discussing Disestablishment they were told that there was such a thing as common Christianity, and that the Church of England boldly and bravely represented a common religious faith; but when they were dealing with religious education, then common Christianity became "a dream."

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TO OUST OPIUM.

Shay Ying Speaks of His Plans.

Mr. Shay Ying, the Commissioner of Opium prohibition, appointed by President Sun Wen in Nanking, came to Shanghai the other day with Tang Shao-yi and his party. He has outlined for the "China Press" the opium prohibition work to be done this year. He said:

"There are two things to bear in mind. First to stop opium, we must cut at the root, the source of the poison. It is not enough to have regulations and urge men to give up the habit. The government must stop the cultivation and the sale, then the poor victims will have to stop the smoking. Second we must do it vigorously, and at once. If it is not done in this first year of the republic it will be more difficult to do it later on."

"The Government Bureau has made its plans as follows:—1. Cultivation.—The cultivation is to be totally prohibited this year. The poppy now growing must be destroyed. 2. Trade.—Retail sale and trade in opium must come to an end this year. Opium shops must be closed. Only by rigorously carrying out this measure can the cultivation be successfully prohibited, as it makes the sale of any native grown opium difficult. It is hoped to gain the co-operation of Great Britain in this matter, so that the new agreement may be changed, and the wholesale trade in foreign opium can also be prohibited. 3. Smoking Habit.—All opium dens are to be ordered closed and after this year opium smoking will be considered a crime and liable to punishment. Any one having opium in his possession may have it seized and destroyed."

"This plan has already been presented to the National Delegates at Nanking, and it is expected that they will approve the most vigorous measures to stamp out this ruinous vice speedily and thoroughly."

CONVICT'S STORY

Licence Washed Away on Board Ship.

An extraordinary story was told at Bow-street by a young carpenter named Walter Stewart, who was brought up for recommendation to prison as a convict whose licence had been revoked.

The accused was sentenced to three years' penal servitude at the West Kent Quarter Sessions in October, 1909, and was recently released on special licence, one of the conditions being that he should not visit Kent or the County of London. He was found in London, however, and was arrested.

Stewart told the magistrate that on his release he obtained employment on board ship, but was discharged because the captain thought he was senile, whereas he was suffering really from a blow on the head.

He was determined to turn over a new leaf, and living at Swansea (where he reported himself to the police) he finally hid himself on a ship which was going to South America. He was discovered, and while he was on deck a heavy sea which broke over the vessel "knocked him out." On coming round he found his licence had been washed out of his pocket.

To his surprise the vessel was taken to London, and here he could not avoid returning.

The magistrate said he was bound to order the prisoner to serve the remainder of his sentence, but he hoped his story would be reported to the Home Secretary. If it proved to be true the Home Secretary might grant him another licence.

WOMAN SMUGGLER.

Overwhelmed by the disgrace of being detected in smuggling jewels through the New York Customs House, Mrs. Blanche Carson, a wealthy widow and a Christian Scientist, of San Francisco, where she was a society leader, committed suicide recently at the Brixton Hotel.

On a table in her room was found a pack of cards arranged in order just as she had left them after failing to work out a game of solitaire. The theory is advanced that she played solitaire with life or death as the stakes, and lost. Her body, suspended by a rope, was seen by a passer-by on Fifth Avenue as it swung backward just below an open window on the eighth floor.

Examination showed that the woman had been dead three hours. She had tied the rope to the steam radiator in the room, thrust her head through the noose, and then jumped from the window.

Mrs. Carson arrived by the George Washington, after completing a world tour. She had a number of loose pearls in her trunk, and she valued these at \$800. The appraisers accused her of understating their value and confiscated the gems, declaring that they were worth \$7,500. She was not arrested, but was told to appear at the Customs House and explain. She did so, accompanied by her lawyer, and to the surprise of the officials not only confessed that she had undervalued the pearls, but that she had also smuggled in jewels to the value of \$20,000 concealed in the lining of her hat and dress, which the Customs examiners had not suspected.

Mrs. Carson surrendered all the jewels, saying she had purchased most of them in Amsterdam, Paris, and that, having discovered that she had been cheated, she had hoped to reduce her loss by evading the payment of duty. She was immediately released in \$5,000 bail, which she furnished in cash.

Two notes were found in her room, one addressed to her lawyer and the other to her brother, a prominent San Francisco banker. Her husband died fifteen years ago, leaving her a large fortune. She had intended to lecture before the well-known Century Club of San Francisco on her arrival home from her tour round the world.

THE SALVAGE OF BULLION.

Some Notable Cases.

In view of the attempt now being made to save the gold and silver, worth nearly £750,000 in the Oceana, a good deal of interest attaches to some notes on remarkable bullion salvage cases made by the late secretary of a well-known London marine insurance company.

The period from 1830 to 1870, writes this authority, was the halcyon time of underwriting, when premiums were plentiful and high and competition was slight, while the discovery of gold in Australia was enriching the community. The modern underwriter must often regret the passing of the good old times, when the rate on gold from the Colony ranged from 1.1-2 to 2 per cent., and during the Crimean War from 3 to 4 per cent., and the safe arrival of a vessel brought profits rivaling those of the Spanish galleons from the Western Main. The loss of the Royal Charter, on the night of October 25, 1859, on Moelfra, showed not only how promptly a heavy loss could be paid but how rapidly it could be recouped. Mr. Lodge (a famous settler of claims) undertook the salvage, and with his brother, Captain Francis W. Lodge, as his lieutenant, soon had the satisfaction of distributing a salvage of £222,103 at a cost of 5 1-5 per cent.

The Work Described.

An observer at that time wrote of the wreck:—
 "All who have visited this quarry of Nature have left it with changed ideas as to the power of water and rock, and the weakness of iron and wood. Wagon could be filled with chips for firewood, and iron seems to have acquired the property of floating. Pieces of the latter were strewn wherever you looked in the hollow of the small bay. Isawa beam about 25ft. long, weighing many tons, high and dry two hundred yards from the stern of the ship; and at a short distance from each side large pieces of iron plate containing three or four square yards, while smaller pieces, with rods and angle irons, were rent and twisted into all forms."

Another writer described the work thus:—
 "The divers were hard at work, reporting, however, that the wreck lay in a very intricate and dangerous heap, as they had to walk beneath some of the machinery of the heavy ship and to grope their way amidst iron work. The boxes in which the ingots, specie, and gold dust, consigned to parties in England, had been deposited were ascertained not to have remained intact; fragments of some of them having subsequently been found scattered along the beach."

No Child's Play.

It is clear that the salvage on the specie was no child's play, and in proof of how thoroughly the work was done it may be mentioned that tons of sand were dug up at the spot and washed in the mode adopted by the Australian diggers, in order to separate the gold dust which was scattered about. This terrible shipwreck resulted in a great loss of life; of 448 persons on board only 39 were saved.

Another remarkable salvage successfully carried through was that of the specie from the Hailla Mitchell, which was wrecked on August 11, 1869, at Lenoona Rocks, about 120 miles south-east of Shanghai. The vessel lay in about 18 fathoms of water, and the neighbourhood was infested by piratical Chinese fishermen, which made the operation extremely hazardous. By the aid of a subsequent expedition the treasure was nearly all recovered. Other notable cases were the saving of the gold in the Schiller, ashore on the terrible Scilly ledges, and the recovery of specie from the King Ring just in the nick of time.

Instances of Fraud.

In the days before the era of steam and of ocean telegraphy opportunities for fraud were greater than they are now, and certain misguided persons did not hesitate to use them. Two well-known cases are cited by this authority, in which it was alleged that vessels containing specie had been lost by accident.

In November, 1854, insurances were effected in London by a highly respectable firm for £40,385, the equivalent of 152,500 Carlos Mexican dollars, in 61 boxes, for £4,222 on 11,473oz. Sycee silver, and for £2,400 on flour and bran, by the W. T. Sayward, from San Francisco to Shanghai. The vessel was subsequently reported to have been lost at the Loo Choo islands, and a total loss was claimed. Some of the facts stated being of a curious nature, inquiries were promptly instituted, and it was found, in the first place, that the Carlos dollar was a rarity, and that to procure the quantity said to have been shipped would have been an impossibility. This confirmed suspicions, and after much labour and patient inquiry it was found that one Martin Renlok, a cross between a Greek and a Frenchman, had been the leader in a conspiracy to defraud the underwriters. The boxes had been filled with shot and cut nails and the vessel had been scuttled. The whole facts were elicited in a very masterly way, and the underwriters were saved from the consequences of an audacious fraud.

Another Instance.

In 1859 another carefully-planned fraud was detected and defeated. Insurances had been effected in London on 9,500 doubloons, in six cases, valued at £28,800, and on flour, etc., valued at £7,600, by the Matias Cousino, from Valparaiso to Rio de Janeiro and Pernambuco. In due course the vessel was reported to be lost, but there were such suspicious circumstances about the whole transaction that the payment of the loss was deferred pending inquiry into the circumstances. It was eventually discovered that the specie had never been put on board and that the vessel had been assisted to a peaceful end in fine weather.

DON'T FORGET.

To-day.

"The Arcadians," Bandmann Opera Co. Theatre Royal, 9.15 p.m.

Thursday, April 18.
 Criminal Sessions.
 St. Stephen's College Sports.

Annual Meeting Hongkong Tennis League, 5.15 p.m.
 Saturday, April 20.
 V. R. C. Sports.

Volunteer Reserves Dinner.
 Hongkong Football Club, Annual Dinner, Hongkong Hotel, 7.45 p.m.

Tuesday, April 23.
 Ordinary Annual Meeting.
 Union Insurance Society of Canton, Ltd., noon.

Annual General meeting China Traders' Insurance Company, Ltd., 12.30 p.m.

Saturday, April 27.
 The Great Raymond at the Theatre Royal, 9 p.m.

Tuesday April 30.
 Extraordinary General Meeting Hongkong Cotton Spinning, Weaving and Dying Co., Ltd., 11 a.m.

To day's Advertisements

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, St. George's Building, on SATURDAY, the 4th May, 1912, at 12 o'clock, Noon, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 28th February, 1912, and electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 20th April to the 4th May, 1912, both days inclusive. By Order of the Board of Directors. GIBB LIVINGSTON & CO., Agents.

Hongkong, 17th April, 1912. [311]

HONGKONG ELECTRIC CO., LTD.

NOTICE.

ON and after May 1st, 1912 the charge for lighting fans, etc., will be reduced to TWENTY-SEVEN per cent, and the charge for Radiators and Motors to TEN per cent. DISCOUNTS WILL REMAIN AS AT PRESENT.

GIBB LIVINGSTON & CO., Agents.
 Hongkong, 7th April 1912. [311]

BUTTER. BUTTER.

We are pleased to announce that the selling prices of our different BRANDS BUTTER at present are as follows:—

REDUCTIONS

"DAISY" BRAND 80 cents per lb.

"DAIRYMAID" " 75 " "

"BUTTERCUP" " 70 " "

PASTRY " 65 " "

THE DAIRY FARM CO., LD.

GARNER QUELCH & CO. WINE MERCHANTS.

DES VCEUX ROAD.

TELEPHONE 636.

Supply the highest quality Wines, Spirits, Cigars and Cigarettes obtainable, consistent with price. All Wines and Spirits bottled in Europe by Shippers of world wide reputation.

Hongkong, 15th January, 1912.

[21]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 16th Apr., 1912.

E. C. WILKS, M.I.Mech., E.A.M.N.A.,

Consulting Engineer and Surveyor for construction, Valuer and Assessor for the purchase, or sale, of Steamships or Land.

ALFRED BUILDING, 2ND FLOOR.
 17-19, 1st May 1911.

THE FAMINE IN CHINA.
 EIGHT FAMINE DISTRICTS with an area of 80,000 square miles.

TWO and a half million people facing starvation.
 PLEASE SEND YOUR CONTRIBUTION TO-DAY.

IT WILL HELP TO SAVE LIFE.
 Treasurer, H. C. GULLAND, Esq.,
 Manager, International Banking Corporation, Shanghai.

Hongkong, 24th Jan., 1912. [111]

WING KEE & CO.

47-49, Colnaght Rd.

SHIPHANDLERS.

PROVISION & COAL

MERCHANTS.

Hongkong, 24th Mar., 1911. [55]

ASAHI BEER SAPPORO BEER

TO BE OBTAINED

FROM ALL WINE DEALERS

Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints.

[70]

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1/8 To 1/10

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TELEGRAPH.

KING GEORGE IV

SCOTCH WHISKY.

This high-class Whisky

Is noted for its purity, age

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The quality and absolute

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SOLE AGENTS

GANDE, PRICE & CO., LD.

WINE MERCHANTS.

12, Queen's Road Central.

HONGKONG

Telephone No. 135.

Hongkong, 17th April, 1912. [1]



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COMPANY'S.
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Sailings from Hongkong and Quebec.

| | |
|---------------------------------|---------------------------------|
| "E. of India" ... Sat. April 20 | "E. of Ireland" ... Fri. May 17 |
| "E. of Japan" ... " May 11 | "Allan Line" ... " June 7 |
| "Montezuma" ... " June 1 | "E. of Britain" ... " June 28 |

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To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.
Passengers booked to all the principal ports in Canada, the United States and Europe; also Around the World.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. Craddock, General Traffic Agent,
Corner Fodder Street and Praya (Opposite Blake Pier.)

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

| For | Steamship | On |
|-----------------------|-----------|------------------------------|
| SHANGHAI | HANGSANG | Thursday, 18th April, Noon. |
| CHINWANTAO | ONSANG | Saturday, 20th April, Noon. |
| BANDAKAN | MAUSANG | Saturday, 20th April, Noon. |
| MANILA | YUENSANG | Saturday, 20th April, 2 p.m. |
| SINGAPORE, PENANG | NAMSANG | Monday, 22nd April, Noon. |
| SHANGHAI, KOBE & MOJI | KUTSANG | Tuesday, 23rd April, Noon. |
| MANILA | LOONGSANG | Saturday, 27th April, 2 p.m. |

RETURN TOURS TO JAPAN (Occupying 24 days).
The steamers "Kut ang," "Namsang" and "Fooksang" leave about every 8 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Yangtze Ports, Obeloo, Tientsin, via, Chingwangtao.
Taking Cargo on Through Bills of Lading to Kudd, Lahad Datu, Bimporna, Ta-yao, Usukan, Jesselton and Labuan.
For Freight or Passage, apply to **JARDINE MATHESON & CO., LD.**
Telephone No. 215.
Hongkong, 16th April, 1912

"SHIRE" LINE OF
STEAMERS, LD.

PROJECTED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

| For | Steamers | DATE OF DEPARTURE |
|----------------------------|---------------|-------------------|
| LONDON ROTTERDAM & ANTWERP | FLINTSHIRE | About 15th May. |
| SHANGHAI, KOBE & YOKOHAMA | MONMOUTHSHIRE | 1st June. |
| LONDON & ANTWERP | DENBIGHSHIRE | 15th June. |

These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., LD.,
AGENTS.

Hongkong, 9th April, 1912.

HONGKONG, CANTON, MACAO,
AND
WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
AND THE CHINA NAVIGATION CO., LTD.
HONGKONG-CANTON LINE.
HONGKONG TO CANTON CANTON TO HONGKONG
WEDNESDAY, 17th APRIL.
10.00 p.m. "FATSHAN."
5.00 p.m. "KINSHAN."
These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651 S.S. "SUI AN" Tons 1651

HONGKONG TO MACAO.

Week days at 8 a.m. & 9 p.m. from the Company's Wing Lok Street Wharf. Sunday at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sunday, at 7.30 a.m. and 5 p.m.
EXCURSION TO MACAO.
SUNDAY, 21st APRIL.
The Company's Steamship, "SUI AN."

will depart from the Company's WING LOK WHARF at 9 a.m. Departure from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.
This steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.

Departure from Macao to Canton on Mon., Wednes., & Fri. at 9 p.m.

Departure from Canton to Macao on Tues., Thurs., & Sat., at 4.30 p.m.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAN," 588 Tons; and "NANNING," 588 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodations and are fitted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the office of the
HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.
HOTEL MANHONG (FIRST FLOOR),
Opposite the Bank of China.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION

| Destinations | Steamers | Sailing Dates |
|---|--|---|
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID | "ATSUTA MARU," Capt. J. Nagao, T. 9,000 "HITACHI MARU," Capt. T. Yamawaki, T. 7,000 | WEDNESDAY, 21st April, Daylight. WEDNESDAY, 8th May, at Daylight |
| VICTORIA, B.O., & SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, ORI, & YOKOHAMA | "SAWA MARU," Capt. R. Shimizu, T. 7,000 "SADO MARU," Capt. N. Tanaka, T. 7,000 | TUESDAY, 23rd April, at Noon. TUESDAY, 7th May, at Noon. |
| SYDNEY & MELBOURNE via MANILA, TUESDAY ISLAND, TOWNSVILLE and BRISBANE | "YAWATA MARU," Capt. T. Seino, T. 5,000 | WEDNESDAY, 10th May, Noon. |
| TAKOW (Formosa) | "KAGESHIMA MARU," Capt. W. Wade, T. 5,000 | FRIDAY, 19th April. |
| KOBE direct | "TENSIN MARU," Capt. I. Hori, T. 4,000 | FRIDAY, 19th April. |
| BOMBAY via SINGAPORE AND COLOMBO | "TOSA MARU," Capt. T. Sato, T. 7,000 | MONDAY, 29th April. |
| SHANGHAI, MOJI & KOBE | "CEYLON MARU," Capt. Y. Tozawa, T. 6,000 | WEDNESDAY, 24th April. |
| KOBE & YOKO | "KITANO MARU," Capt. F. E. Cope, T. 9,000 | THURSDAY, 25th April. |
| NANKI, KOBE & YOKOHAMA | "NIKKO MARU," Capt. M. Yagi, T. 6,000 | WEDNESDAY, 8th May, at Noon. |

1 Cargo only.
2 Fitted with new system of wireless telegraphy.
3 Calling at Rotterdam after Antwerp.

CALCUTTA LINE.

| | | |
|---|---|---|
| SINGAPORE, PE-NANG, RAN-GOON & CALCUTTA | "JINSEN MARU," Capt. M. Mochida, T. 4,000 "TOTOMI MARU," Capt. A. Mosker, T. 4,000 | SATURDAY, April 20th. SATURDAY, May 4th. |
|---|---|---|

1912 PASSENGER SEASON 1912

FOR EUROPE.

| Steamer | Tons | Captain | From Hongkong |
|---------------|-------|-------------|---------------|
| ATSUTA MARU | 9,000 | J. Nagao | April 24th. |
| HITACHI MARU | 7,000 | T. Yamawaki | May 8th. |
| MIYASAKI MARU | 9,000 | T. Mural | May 22nd. |
| KITANO MARU | 9,000 | F. E. Cope | June 5th. |

FOR SEATTLE.

| | | | |
|------------|-------|-------------|-------------|
| AWA MARU | 7,000 | R. Shimizu | April 23rd. |
| SADO MARU | 7,000 | K. Asakawa | May 7th. |
| INABA MARU | 7,000 | S. Tomimaga | May 21st. |

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
Manager.CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| For | Steamers | To |
|--------------------------------------|-------------|-------------------|
| SHANGHAI | "CHENAN" | 18th April 4 p.m. |
| HAIPHONG | "SUNGKIANG" | 19th " Noon. |
| SHANGHAI | "LINAN" | 20th " M'night. |
| MANILA, ZAMBOANGA & AUSTRALIAN PORTS | "CHANGSHA" | 22nd " 4 p.m. |
| MANILA, OBU & ILOILO | "KAIFONG" | 23rd " 4 p.m. |
| SHANGHAI | "CHINHUA" | 25th " 4 p.m. |
| WEIHAIWEI & TIENSTIN | "HUICHOW" | 26th " 4 p.m. |
| TSINGTAU, CHEFOO & NEWCHANG | "KIUKIANG" | 26th " 4 p.m. |
| SHANGHAI | "ANHUI" | 27th " M'night. |

DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL"
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE.—Twin "Queen" Steamers "Tosa" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of a.s. "Kailong" is situated on deck, aft.

SHANGHAI LINE.—FAST SCHEDULE TWIN-BORE STEAMERS (Anan, Omasa, Lian, Omasa) with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before mid-night on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Wusung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 24.

Hongkong, 17th April, 1912.

Shipping

HAMBURG-AMERIKA
LINIE.IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."EAST ASIATIC SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to

Marselles, Havre, Bremen and Hamburg and New York.

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:

S.S. SITHONIA ... 24th April

ANDALUSIA ... 1st May.

BAYERN ... 8th May.

For Further Particulars, apply to—

HOMEWARD.

For Rotterdam, Hamburg & Antwerp:

S.S. O. J. D. AHLERS ... 4th May.

For Manilla, Havre & Hamburg:

S.S. SAHSEN ... 6th May.

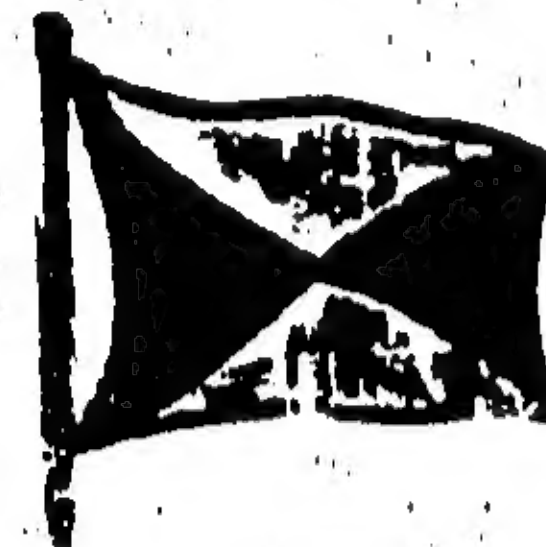
S.S. C. F. LAEISZ ... 12th May.

For Manilla, Havre & Hamburg:

S.S. SITHONIA ... 30th May.

For Rotterdam, Hamburg & Antwerp:

S.S. ARCADIA ... 31st May.

Hamburg-Amerika Linie,
Hongkong Office.HONGKONG—
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

| Steamship | Tons | Captain | For | Sailing Date |
|-----------|------|--------------|------------------------------------|------------------------------|
| ZAFIRO | 4000 | M. O. Smith | Manila, Mangarin, Iloilo and Cebu. | SATURDAY, 20th April, 4 p.m. |
| RUBI | 4000 | S. A. Crosby | Manila, Mangarin, Iloilo and Cebu. | TUESDAY, 30th April, 4 p.m. |

For Freight or Passage apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS

Hongkong 10th April, 1912.

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JAVA-CHINA-JAPAN
LIJN.Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

| Steamer | From | Expected on or about | For | Will leave on or about |
|------------|----------|----------------------|----------|------------------------|
| Tjimanoeck | JAVA | — | JAPAN | 1st half April. |
| Tjitaroom | JAPAN | 1st half April. | JAVA | 2nd half April. |
| Tjibodas | SHANGHAI | 1st half April. | JAVA | 2nd half April. |
| Tjilwong | JAPAN | 1st half April. | JAVA | 2nd half April. |
| Tjilatjap | SHANGHAI | 2nd half April. | JAVA | 1st half May. |
| Tjimali | JAVA | 2nd half April. | SHANGHAI | 1st half May. |
| Tjipanas | JAPAN | 1st half May. | JAPAN | 1st half May. |
| Tjilini | JAVA | 2nd half May. | SHANGHAI | 2nd half May. |

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo on all Ports in Netherlands-India on through B/L.
For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN,
York Building.

Telephone No. 375

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TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

| Steamer | Tons | Captain | Date of sailing |
|--------------------|--------|---------------|------------------|
| S.S. "Chiyo Maru" | 21,000 | W. W. Green | May 7th, Noon. |
| S.S. "Nippon Maru" | 11,000 | A. G. Stevens | May 28th, Noon. |
| S.S. "Tonyo Maru" | 21,000 | E. Bent | June 4th, Noon. |
| S.S. "Shinyo Maru" | 21,000 | H. S. Smith | June 26th, Noon. |

These steamers are equipped with Turbine Engines and Triple Screw. All steamers carry Japanese Government wireless telegraph and post office. The triple screw steamer "Chiyo Maru" will be despatched for San Francisco via KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA & HONOLULU on TUESDAY, the 7th May, at Noon.

The steamer "Nippon Maru" will be despatched for San Francisco via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu on Tuesday, 28th May, at Noon.

SOUTH AMERICAN LINE

(In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.)

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to alteration.)

| Steamer | Tons | Date of Sailing |
|---------------|--------|-------------------------|
| Hongkong Maru | 11,000 | Friday, June 7, Noon |
| Kiyo Maru | 17,500 | Saturday, Aug. 6, Noon |
| Buyo Maru | 10,500 | Friday, October 4, Noon |

For Further Particulars as to Passengers and Freight, apply to

K. MATSUDA, Agent.

(KING'S BUILDING Opposite Blake Pier)

THOS. COOK & SON,
Tourist, Steamship and Forwarding Agents,
Bankers, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG

SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 22, Water Street.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP

LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and

CASHED.

FOREIGN MONIES exchanged.

Cable Office:—LUDGATE HOUSE, LONDON, E.C.

LOG BOOK.

The Hansa Line.

The Hansa Line, which is working in the Far East under an agreement with the Hamburg Amerika Linie, has declared a dividend of 15 per cent. for last year, as compared with 10 per cent. for 1910. The gross surplus, including M. 44,400 brought forward, amounted to M. 6,233,840, as compared with M. 4,382,895 for 1910. This surplus is arrived at after the deduction of depreciation, the precise amount of which is not mentioned. After the further deduction of working expenses and interest, there remains a net profit of M. 4,799,622 (1910: M. 3,111,260), which is distributed as follows:—Dividend (15 per cent.), M. 3,750,000; pensions fund, M. 200,000; special reserve, M. 500,000; directors remuneration, M. 305,522; carried forward M. 44,100.

One of the new vessels, with a cargo capacity of 2,500 tons, is to be equipped with a Diesel motor, developing 1,500-h.p. She will be placed in the Portugal service, and on the basis of the experience gained the directors will decide whether the Diesel motor shall replace the steam engine for vessels of larger size. The company's fleet suffered no severe loss or damage during the year, and as a consequence it was possible to add M. 950,000 to the insurance reserve. The sum of F. 6,145,000 was paid for the cost of 215 passages through the Suez Canal.

The S.S. Paklat.

Capt. Wenzel of the S.S. Paklat had a very eventful voyage during his trip from Bangkok to Swatow and also on his return to Bangkok. He has reported that when about 40 miles from Cape St. James in Cochin China, on his return voyage from Swatow, they found an Annamite junk in great distress. The junk had lost her sails and masts and rudder, having encountered a gale about six days previously and was at that time drifting at the mercy of the waves. The crew were in an exhausted condition and even the fresh water the boat carried had been lost.

The Captain of the junk asked for provisions and water and also made a request that his vessel be towed to Saigon, for which port the unfortunate men were bound. An attempt was made to tow the junk but owing to the stormy sea prevailing and the absence of a rudder the ropes sundered and the tow had to be abandoned.

The crew were then taken on board the Paklat and the junk was fired, as it would have been dangerous to navigation to allow her to drift.

The Paklat arrived the other day and the captain and the crew of the junk were handed over to the French Consul. There was a valuable cargo of coconut oil on board the junk and the total loss is estimated at \$20,000.

Capt. Wenzel has also reported that a female passenger, the wife of one Lim Fa-yun, on the voyage out from Bangkok about midway between this and Swatow fell overboard. The vessel was immediately steered round and a boat was lowered. The woman was picked up none the worse for her immersion.

The rescue was a difficult one, it being quite dark at the time. The husband of the woman and the other passengers have published two letters thanking Capt. Wenzel for his valuable services and appreciating his great kind-

FAR EASTERN NAVAL SQUADRONS.

| BRITISH. | | | | | | |
|--|--------------------------------|-------------|------|--------|------------------------------|-----------------|
| Name | Class | Tons | Guns | I.H.P. | Commander | Reported at |
| Minority | Despatch-boat | 1,700 | 4 | 2,000 | Comdr. A. Lowndes | Hongkong |
| Astrea | 2nd class cruiser | 4,360 | 10 | 7,000 | Captain E. B. Kiddo | Shanghai |
| Atlas | Admiralty tug | 615 | — | 1,400 | — | Hongkong |
| Bramble | Gunboat | 710 | — | 900 | Com. B. G. Washington | Kiukiang |
| Bitomart | Gunboat | 710 | — | 900 | Lt.-Com. J. M. Barker | Hankow |
| Cadmus | British sloop | 1,070 | — | 1,400 | Capt. H. Lynes | Hankow |
| Cambrian | 2nd class cruiser | 4,360 | 10 | 7,000 | Capt. J. E. Drummond | Hongkong |
| Chorub | Water tank and tug | 390 | — | 340 | Master W. Smith | Hongkong |
| Clio | British sloop | 1,070 | — | 1,400 | Comdr. H. R. Voale | Canton |
| Famo | Torpedo-boat destroyer | 340 | 6 | 5,700 | Lt.-Com. H. S. Monroe | Hongkong |
| Flora | 2nd class cruiser | 4,350 | 10 | 7,000 | Capt. C. F. Corbett M.V.O. | Shanghai |
| Handy | Torpedo boat destroyer | 295 | 6 | 1,000 | Lt.-Com. R. R. Rosoman | West River |
| Janus | Torpedo-boat destroyer | 320 | 6 | 3,000 | Lt.-Comdr. Maxwell | Hongkong |
| Kent | Armoured cruiser | 8,800 | 14 | 22,000 | Capt. Allen T. Hunt | Chingwantao |
| Kinsha | River gunboat | 616 | — | 1,200 | Lt.-Com. H. Marryatt | Hankow |
| Merlin | Surveying ship | 1,070 | 6 | 1,400 | Capt. F. C. C. Pharo | Hongkong |
| Minotaur | Armoured cruiser | 14,000 | — | 27,000 | Capt. G. C. Cayley | Hongkong |
| Monmouth | Armoured cruiser | 8,800 | — | 22,000 | Capt. L. E. Power, M.V.O. | Hongkong |
| Moorhen | River gunboat | 180 | 2 | 800 | Comdr. G. P. Leith | West River |
| Newcastle | 2nd class cruiser | 4,800 | — | 22,000 | Capt. G. P. E. Hunt M.V.O. | Hongkong |
| Nightingale | River gunboat | 85 | — | 240 | Lt.-Comdr. M. Murray | Yangtze |
| Outer | Torpedo-boat | 385 | 0 | 6,300 | Comdr. Lambie | Hongkong |
| Pegasus | Protected cruiser | 2,135 | — | 5,000 | Comdr. F. H. Mitchell | Yangtze |
| Prometheus | 2nd class cruiser | 2,135 | — | 5,000 | Comdr. P. H. Warleigh | Hongkong |
| Ribble | T.B.D. | 590 | 6 | 7,500 | Lt.-Com. E. J. G. Mackinnon | Hongkong |
| Robin | River gunboat | 85 | 2 | 240 | Lt.-Comdr. J. S. Tyndall | West River |
| Rosario | Depotship for Submarines | 980 | — | 1,400 | Lt.-Comdr. N. E. Archdale | Hongkong |
| Sandpiper | River gunboat | 85 | 2 | 240 | Lt.-Com. E. J. J. Southby | Hongkong |
| Snipe | River gunboat | 85 | 2 | 240 | Lt.-Com. Maurice Leslie | Yangtze |
| Taku | Torpedo boat destroyer | 305 | — | 6,000 | Lt.-Comdr. Brickenden | Hongkong |
| Tamar | Receiving ship | 4,650 | 6 | — | Comdr. Eyres | Hongkong |
| Teal | River gunboat | 180 | 2 | 800 | Com. Hon. Guy Stopford | Chungking |
| Thistle | Gunboat | 710 | — | 900 | Lt.-Com. M. Baillie Hamilton | Hankow |
| Uak | T.B.D. | 590 | — | 7,500 | Lt.-Comdr. B. W. Blunt | Shanghai |
| Vinago | Torpedo-boat destroyer | 390 | 6 | 6,000 | Lt.-Com. H. D. Adair-Hall | Swatow |
| Waterwitch | Surveying ship | 620 | — | 450 | Lt.-Com. R. L. Hancock | Hongkong |
| Welland | T.B.D. | 590 | — | 57,000 | Lt.-Com. E. T. Chambers | Shanghai |
| Whiting | Torpedo-boat destroyer | 360 | 5 | 5,000 | Lt.-Com. G. B. Harford | Hongkong |
| Widgeon | Gunboat | 195 | 2 | 800 | Comdr. M. H. Wilding | Kiating |
| Woodcock | Gunboat | 150 | 2 | 550 | Lt.-Com. M. B. Blackwood | Yangtze |
| Woodlark | Gunboat | 150 | 2 | 550 | Lt.-Comdr. G. F. Mulock | Hankow |
| Flagship of Admiral Sir A. L. Winslow, K.C.B., C.V.O., C.M.G. | | | | | | |
| Submarines:— | | | | | | |
| No. 36 | Lt.-Comdr. Godfrey Herbert | | | | | |
| No. 37 | Lt.-Comdr. A. A. L. Penner | | | | | |
| No. 38 | Lt.-Comdr. J. R. A. Codrington | | | | | |
| T.B. 035 | Lt.-Comdr. Woodward | West River. | | | | |
| T.B. 036 | Lt.-Comdr. Davies | West River. | | | | |
| T.B. 037 | Lt.-Comdr. Nicol | West River. | | | | |
| T.B. 038 | Lt.-Comdr. Seymour | West River. | | | | |
| AMERICAN. | | | | | | |
| Adder | Submarine | — | — | — | Ensign J. M. Murray | Manila |
| Albany | Protected cruiser | 3,430 | 17 | 7,000 | Com. O. S. Williams | Yokohama |
| Bainbridge | Torpedo-boat destroyer | 420 | 7 | 8,000 | Ensign H. S. Root | Manila |
| Barry | Torpedo-boat destroyer | 420 | 7 | 8,000 | En. Robt. W. Cabaniss | Manila |
| Callao | Gunboat | 213 | 8 | 250 | Ensign Sauri W. Oake | Canton |
| Chauncey | Torpedo-boat destroyer | 420 | 7 | 8,000 | Ensign L. N. McNair | Manila |
| Chattanooga | Protected cruiser | 3,100 | 10 | 4,700 | Com. John D. McDonald | Amoy |
| Cleveland | Protected cruiser | 3,100 | 10 | 4,700 | Com. Hugh Rodman | Cavite |
| Dale | Torpedo-boat destroyer | 420 | 7 | 8,000 | Ensign F. J. Fletcher | Manila |
| Decatur | Torpedo-boat destroyer | 420 | 8 | — | Ensign C. S. Graves | Manila |
| El Cano | Gunboat | — | — | — | Lt. Com. W. D. Brotherton | Yangtze |
| Helena | Gunboat | 1,397 | 18 | 1,800 | Com. H. O. Butler | Yangtze |
| Jules | Gunboat | — | — | — | Lt. J. W. Schoenfeld | Cavite |
| Mindoro | Gunboat | 170 | 5 | — | Lt. C. A. Woodruff | — |
| Moccasin | Submarine | — | — | — | Ensign E. D. Whorter | Manila |
| Mohican | Station ship | 1,900 | — | 5,244 | Ensign Robt. V. Lowe | Manila |
| Monadnock | — | — | — | — | — | Cavite |
| Monterey | Monitor | 4,084 | 4 | 5,200 | Com. H. A. Bigham | Cavite |
| New Orleans | Cruiser | 3,430 | 25 | — | Com. William G. Miller | Yokohama |
| Pampanga | Gunboat | 243 | 8 | — | Lt. George C. Pegram | Cavite |
| Porpoise | Submarine | — | — | — | Ensign L. C. Van de Carr | Manila |
| Quincy | Gunboat | — | — | — | Lt. J. W. Schoenfeld | Cavite |
| Rainbow | Cruiser | 6,206 | 14 | — | Lt. Comdr. A. N. Mitchell | Cavite |
| Samar | Gunboat | 242 | 8 | 250 | Ensign N. H. Goss | Yangtze |
| Saratoga | Protected cruiser | 8,150 | 25 | 7,075 | Comdr. Joseph L. Jayne | Yokohama |
| Shark | Submarine | — | — | — | Ensign Hedry M. Jensen | Manila |
| Villalobos | Gunboat | 370 | 9 | 500 | Lt. W. L. Friedell | Yangtze |
| Wilmington | Gunboat | 1,397 | 20 | 1,894 | Comdr. W. A. Edgar | Hongkong |
| Flagship of Rear-Adm. John Hubbard, Commander-in-Chief U.S. Asiatic Fleet. | | | | | | |
| GERMAN. | | | | | | |
| Emden | Cruiser | 3,600 | 22 | 13,500 | Capt. v. Rostorff | Tringtau |
| Gneissau | Armoured cruiser | 11,000 | 36 | 20,000 | Captain v. Usslar | Tsingtau |
| Ilis | Gunboat | 900 | 12 | 1,300 | Comdr. v. Gohren | Shanghai |
| Jaguar | Gunboat | 900 | 12 | 1,300 | Comdr. Varselow | Tsingtau |
| Leipzig | Cruiser | 3,250 | 24 | 11,000 | Capt. Behncke | Tsingtau |
| Luha | Gunboat | 900 | 10 | 1,350 | Comdr. Bendemann | Tsingtau |
| Nurnburg | Cruiser | 3,400 | 22 | 13,200 | Capt. Morsberger | Tsingtau |
| Otter | River gunboat | — | — | — | Capt. Lieut. Jantzen | Yangtze |
| Scharnhorst | Flagship | 11,000 | 36 | 20,000 | Capt. Rosing | Shanghai |
| S. 90 | Torpedo-boat | 400 | 8 | 6,500 | Capt. Lut. Borrenborg | Tsingtau |
| Taku | Torpedo-boat | 280 | 4 | 6,000 | Oblt. z. S. Claassen | Tsingtau |
| Tiger | Gunboat | 900 | 10 | 1,350 | Comdr. Luppe | Tsingtau |
| Tsingtau | River gunboat | 223 | 4 | 1,300 | Capt. Lut. Erir Fireks | Canton |
| Vaterland | River gunboat | 223 | 4 | 500 | Oblt. z. S. Prinz | Shanghai |
| FRENCH. | | | | | | |
| Dupleix | Armoured cruiser | 10,014 | 30 | 20,000 | — | Hongkong |
| Kleber | 1st Class cruiser | 9,700 | 12 | 19,600 | — | Saigon |
| Decadee | Gunboat | 845 | 10 | 1,000 | Lt. de Linieres | Saigon |
| Argus | River gunboat | 180 | 6 | 570 | Lt. d'Estienne | Canton |
| Vigilante | Gunboat | 123 | 7 | 500 | Lt. Bissac | Canton |
| Peiho | Gunboat | 130 | — | — | Lt. Puech | Tongku |
| Esturgeon | Submarine | — | — | — | Lt. Combot | Saigon |
| Lynx | Submarine | — | — | — | Lt. Marrs | Saigon |
| Perle | Submarine | 500 | — | — | — | Saigon |
| Protee | Submarine | — | — | — | Lt. Morris | Saigon |
| Styx | Armoured gunboat | 1,798 | 10 | 1,700 | Lt. Seriot | Saigon |
| Fronda | Destroyer | 350 | 7 | 303 | — | Saigon |
| d'Irville | Destroyer | — | — | — | — | — |
| Takou | Destroyer | 250 | 9 | — | — | Saigon |
| Pistolet | Destroyer | 130 | 7 | 300 | Comdr. Mortenol | Hongay |
| Mousquet | Destroyer | 307 | 6 | 300 | Lt. de le R. Keranderson | Saigon |
| Vauban | Torpedo-depot | — | — | — | — | Hongay |
| Veteran | Torpedo-depot | — | — | — | Lt. Bihel | Cap. St. Jasqui |
| Manche | Surveying-ship | 1,025 | 10 | 9,000 | Com. Ragot de Touche | Saigon |
| Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station | | | | | | |
| Flagship of Commodore Boucaut, Commanding the local defence Indo-China. | | | | | | |
| PORTUGUESE. | | | | | | |
| Macao | Gunboat | — | — | — | Capt. Martins | Macao |
| Patria | Gunboat | 700 | — | — | Captain J. Milheiro | Macao |

MARKET PRICES.

| HONGKONG, April 5, 1912. | | | Butcher Meat. | | | 肉食 | | | Fruits | | | 菓子 | | |
|---|---------|-----|---------------|-----|-----|--|------|----|--------|-----|----|------|-----|----|
| | | | Cts. | | | | | | | | | Cts. | | |
| Beef Sirloin & Prime Cut, — Mei Lung Pa | lb. | 20 | 尼龍扒 | lb. | 20 | Almonds, — Hong Yau | lb. | 25 | 杏仁 | lb. | 25 | 金生菓 | lb. | 25 |
| „ Corned, — Ham Ngau Yuk | „ | 20 | 鹹牛肉 | „ | 20 | Apples (California) — Kum San Ping Kho | „ | 21 | 蘋果 | „ | 21 | 金山平菓 | „ | 21 |
| „ Roast, — Shin | „ | 20 | 燒牛肉 | „ | 20 | „ (Chefoo) — Tin Chau Ping Kho | „ | 22 | 蘋果 | „ | 22 | 天洲平菓 | „ | 22 |
| „ Breast, — Ngau Lam | „ | 16 | 牛腩 | „ | 16 | „ Small, — Hoi Tong | „ | 24 | 蘋果 | „ | 24 | 小蘋果 | „ | 24 |
| „ Soup, — Tong Yuk | „ | 15 | 湯肉 | „ | 15 | „ Custard, — Fan Lai Chi | „ | 18 | 蘋果 | „ | 18 | 蘋果 | „ | 18 |
| „ Steak, — Ngau Yuk Pa | „ | 20 | 牛肉 | „ | 20 | Bananas, fragrant, Canton, — San Shing Hong Chiu | lb. | 13 | 蘋果 | „ | 13 | 香蕉 | lb. | 13 |
| „ do. — Sirloin Cotoon — Ngau Lau | „ | 30 | 牛腩 | „ | 30 | „ (brides), Macao, — San Hing Chiu | „ | 14 | 蘋果 | „ | 14 | 山香蕉 | „ | 14 |
| „ Sausages, — Ngau Cheung | „ | 24 | 牛腩 | „ | 24 | Chestnuts, Chinese, — Fuong Lai | „ | 12 | 蘋果 | „ | 12 | 山香蕉 | „ | 12 |
| Bullock's Brains — „ Know | per set | 9 | 牛腩 | „ | 9 | Carambola, — Young Tue | „ | 12 | 蘋果 | „ | 12 | 山香蕉 | „ | 12 |
| „ Tongue fresh, — Ngau Li | each | 45 | 牛腩 | „ | 45 | Cocoanuts, — Yeh Tse | „ | 12 | 蘋果 | „ | 12 | 山香蕉 | „ | 12 |
| „ „ corned, — Ham Ngau Li | „ | 60 | 牛腩 | „ | 60 | Lemons, China, — Ning Moong | „ | 10 | 蘋果 | „ | 10 | 山香蕉 | „ | 10 |
| „ Head, — Ngau Tan | „ | 6 | 牛腩 | „ | 6 | „ America, — Kum San Ning Moon | „ | 6 | 蘋果 | „ | 6 | 山香蕉 | „ | 6 |
| „ Heart, — Ngau Sum | „ | 12 | 牛腩 | „ | 12 | Lichees Dried, — Lai Chi, small Stone | „ | 25 | 蘋果 | „ | 25 | 山香蕉 | „ | 25 |
| „ Bump, Salt, — Ngau Kin | „ | 18 | 牛腩 | „ | 18 | „ Fresh | „ | 8 | 蘋果 | „ | 8 | 山香蕉 | „ | 8 |
| „ Feet, — Ngau Kask | „ | 9 | 牛腩 | „ | 9 | Limes, (Saugon) — Tai Kung Ning Moong | „ | 12 | 蘋果 | „ | 12 | 山香蕉 | „ | 12 |
| „ Kidneys, — Ngau Yiu | „ | 9 | 牛腩 | „ | 9 | Mango, Manila, — Lui Sung Mong | „ | 12 | 蘋果 | „ | 12 | 山香蕉 | „ | 12 |
| „ Tail, — Ngau Mei | „ | 18 | 牛腩 | „ | 18 | Mangosteens, — San Chuk Tse | „ | 12 | 蘋果 | „ | 12 | 山香蕉 | „ | 12 |
| „ Liver, — Ngau Kon | „ | 12 | 牛腩 | „ | 12 | Oranges, (Canton) — San-shing Tim Ching | lb. | 15 | 蘋果 | „ | 15 | 山香蕉 | „ | 15 |
| „ Tripe (undressed), — Ngau To | „ | 6 | 牛腩 | „ | 6 | „ Sweet | „ | 15 | 蘋果 | „ | 15 | 山香蕉 | „ | 15 |
| Culve Head & Feet, — Ngau-chai-tau-kark | set | \$1 | 牛腩 | „ | \$1 | Pears, (American), — Kam San Shout Lay | „ | 10 | 蘋果 | „ | 10 | 山香蕉 | „ | 10 |
| Mutton Chop, — Yeung Poi Kwat | lb. | 22 | 牛腩 | „ | 22 | „ (Canton), Cooking, — Sa Lay | „ | 10 | 蘋果 | „ | 10 | 山香蕉 | „ | 10 |
| „ Leg, — Young Pei | „ | 22 | 牛腩 | „ | 22 | Peanuts, — Fa Sang | „ | 10 | 蘋果 | „ | 10 | 山香蕉 | „ | 10 |
| „ Shoulder, — Yeung Shau | „ | 20 | 牛腩 | „ | 20 | Persimmons Large, — Hung Chie | „ | 10 | 蘋果 | „ | 10 | 山香蕉 | „ | 10 |
| Pigs Chitlings, — Chu Chong | „ | 22 | 牛腩 | „ | 22 | Pine-apples, 1st quality, — Poon Ti Paw Law | each | 1 | 蘋果 | „ | 1 | 山香蕉 | „ | 1 |
| „ Brains, — Chu Know | per set | 24 | 牛腩 | „ | 24 | „ 2nd „ — Chung-tang Paw Law | „ | 1 | 蘋果 | „ | 1 | 山香蕉 | „ | 1 |
| „ Feet, — Chu Kark | „ | 12 | 牛腩 | „ | 12 | Plantain, — Tai Chou | „ | 15 | 蘋果 | „ | 15 | 山香蕉 | „ | 15 |
| „ Fry, — Chu Chak | „ | 25 | 牛腩 | „ | 25 | Plums, — Swatow, Hung Lai | „ | 15 | 蘋果 | „ | 15 | 山香蕉 | „ | 15 |
| „ Head, — Chu Tau | „ | 15 | 牛腩 | „ | 15 | Pumelo, Siam, — Chim Lo Yau | „ | 15 | 蘋果 | „ | 15 | 山香蕉 | „ | 15 |
| „ Heart, — Chu Sum | each | 13 | 牛腩 | „ | 13 | „ Shanghai, — Lo Kwat | „ | 15 | 蘋果 | „ | 15 | 山香蕉 | „ | 15 |
| „ Kidneys, — Chu Yiu | „ | 9 | 牛腩 | „ | 9 | Walnuts, — Hop Tuo | „ | 15 | 蘋果 | „ | 15 | 山香蕉 | „ | 15 |
| „ Liver, — Chu Con | lb. | 30 | 牛腩 | „ | 30 | „ Green, — Sang Hop Tuo | „ | 15 | 蘋果 | „ | 15 | 山香蕉 | „ | 15 |
| Pork Chop, — Chu Pai Kwat | „ | 20 | 牛腩 | „ | 20 | Water Melon, — (Am.) Kom San Sai Kwa | each | 1 | 蘋果 | „ | 1 | 山香蕉 | „ | 1 |
| „ Corned, — Ham Chu Yuk | „ | 1 | 牛腩 | „ | 1 | „ (China) Sai Kwa | „ | 1 | 蘋果 | „ | 1 | 山香蕉 | „ | 1 |
| „ Leg, — Chu Pei | „ | 24 | 牛腩 | „ | 24 | Grapes, — Sang Po Tai Tse | „ | 15 | 蘋果 | „ | 15 | 山香蕉 | „ | 15 |
| „ Fat or Lard, — Chu Yau | „ | 15 | 牛腩 | „ | 15 | | | | | | | | | |
| Sheep Head and Feet, — Yeung Tau Kark | set | 50 | 牛腩 | „ | 50 | | | | | | | | | |
| „ Heart, — Yeung Sum | each | 6 | 牛腩 | „ | 6 | | | | | | | | | |
| „ Kidneys, — Yeung Yiu | „ | 9 | 牛腩 | „ | 9 | | | | | | | | | |
| „ Liver, — Yeung Oon | l | 24 | 牛腩 | „ | 24 | | | | | | | | | |
| Sucking Pigs, To Order — Chu Chui | „ | 22 | 牛腩 | „ | 22 | | | | | | | | | |
| Suet, Beef — Sang Ngau Yau | „ | 20 | 牛腩 | „ | 20 | | | | | | | | | |
| „ Mutton, — Sang Young Yau | „ | 22 | 牛腩 | „ | 22 | | | | | | | | | |
| „ Veal, — Ngau Chai Yuk | „ | 20 | 牛腩 | „ | 20 | | | | | | | | | |
| „ Sausages, — Ngau Chai Cheung | „ | 20 | 牛腩 | „ | 20 | | | | | | | | | |
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COMMERCIAL.

Bullion.

Messrs. Samuel Montagu & Co.'s weekly circular dated London, March 21, says that "about £800,000 in bar gold was available, of which a much larger proportion than usual was reserved for India (owing to the fact that £174,500 worth of gold bars was submerged by the shipwreck of the P. & O. S. Oceana). The total was £295,000, which constitutes an easy record for one week's shipment. In the absence of Continental demand of any consequence, the bulk of the remainder will be sent in to the Bank of England as it leaves the refiners. "The net influx during the week is £300,000.

"For the first time since December, 20, bills have been allotted by the India Council below 1s. 4 3/4d."

Discussing the statements made by Sir Guy Fleetwood Wilson regarding the increasing use of gold currency in India in introducing the Indian Budget the circular states:—

"The debatable point is not the principle of a gold standard reserve, but its proportion to the currency in circulation, and further, the expediency of accelerating at considerable cost to the nation what is already in the process of accomplishment practically without any expense at all.

"It is obvious that if the present limitations to the accretion of the Gold Standard Reserve be removed, it is a mere question of time, and that not very prolonged, before the Gold Standard Reserve will assume such proportions as to place India upon a gold standard independent of government help for its maintenance."

Writing of silver the circular says:—

"Since our last letter the digester to the P. & O. S. Oceana, which now lies in the English Channel, thirteen fathoms deep, together with £551,016 in bar silver and £195,970 in gold bars and coins, has introduced some new features into the market. If the silver had sunk beyond the reach of recovery, the speculative group might have had reason to congratulate themselves on the transference of so large a portion of their holding to the underwriters, for apparently the world is not in a hurry to relieve them of their burden. But it is not anticipated that any real difficulty will be encountered in raising the buried treasure, which meanwhile may reasonably be regarded as part of the world's stocks, though for a little while neither on land nor sea.

"The effect of the mishap, therefore, upon London prices has been slight—it turned for a day or so a halting and indifferent market into a steady one—but in Bombay, where the silver was wanted for the settlement commencing April 6, the 'bull' element found the occurrence most opportune; though to term it a godsend would be infelicitous. The tentative corner already in existence became acute. About 2.1-2 per cent. premium was quoted for spot silver, and consignments have been despatched hurriedly overland from London via Brindisi, as well as from Eastern ports, to Bombay in substitution of part of the stock in temporary custody of the Ocean.

"On the whole, now that the present season is practically over in Bombay, as evidenced by the poorer demand for Council bills, there is but little encouragement to anticipate much enquiry for silver from the Indian Bazaars, unless in replacement of sales made previously to China.

"The stock in Bombay is 9,200 bars, a decrease of 600, but about £350,000 is on the way either by sea or land, and the oft-told has fallen from 65 to 60 bars a day."

Notices

THE INSTITUTION OF ENGINEERS & SHIPBUILDERS OF HONGKONG.

King's Buildings.
A Smoking Concert will be held in the rooms of the above Institution on SATURDAY, April 20th, at 8 p.m. Admission \$1. Visitors are cordially invited. Tickets may be procured at the Institute.

W. J. TROAKES,
Secretary.

NOTICE.

HONGKONG FOOTBALL CLUB

THE ANNUAL DINNER will be held on SATURDAY, April 20th, at 7.15 p.m. in the HONGKONG HOTEL.

Members intending to be present should notify the undersigned, giving number of guests they intend to invite.

A. HAMILTON,
Hon. Secretary.

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held on SATURDAY, the 27th April, 1912, at 12.30 p.m., at the Office of the JOCKEY CLUB on the Ground Floor of the Hongkong Club Annex, Chater Road.

T. F. HUGHES,
Chairman of the Club.

HONGKONG TENNIS LEAGUE.

THE ANNUAL GENERAL MEETING will be held in the Hongkong Cricket Club Pavilion, on THURSDAY next, the 18th inst., at 7.15 p.m.

All Clubs wishing to compete are requested to send their representatives to the Meeting.

A. O. BRAWN,
Hon. Secretary.

DIRECCAO DAS OBRAS PUBLICAS DE MACAU.

THE Macao Public Works Department will, up to 12 o'clock (noon) of the 10th day of the coming month of May, receive proposals for the erection of eight (8) dwellings, under the following conditions:—

1st
The bidder shall present detailed and complete designs of the construction type that he proposes to erect, restricting himself to the lot which is disposed for the effect, figured in the Plan which may be seen at the Portuguese Consulate in Hongkong and at the Public Works Department in Macao.

2nd
The type of the buildings will be subordinated only to the following characteristics:—

(a) Each house shall consist of ground-floor, built on an air-case, and first floor;

(b) It will be destined for family lodgings and shall contain from 6 to 8 interior apartments. Outside the building there shall be the necessary out-houses;

(c) All houses shall be isolated and independent and shall be provided with gardens and yards where the said out-houses shall be situated. Twin-houses, that is, those equal to one another and symmetrical, forming only one body of the building, will be admitted, provided they are absolutely independent.

3rd
Each proposal must consist of:—

(a) Complete design (Plan, Elevation and detailed description of the works);

(b) Specifications of their execution;

(c) Price of each complete building.

4th
Within thirty days reckoned from the date on which the reception of the proposals closes, the classification list of the competitors will be published, the same way and in the same places as the present notices are. No claims will be admitted on the classifications.

5th
The conditions for preference are:—

(a) Price per square metro of dwelling;

(b) Aesthetic and hygiene of the buildings;

(c) Time taken for the conclusion of works;

6th
Designs whose price for each complete building (condition 3rd) exceeds five hundred dollars (\$500) cannot be considered. By building here is meant the house defined in a and b of condition 1st.

7th
To the competitors classified in the first place, the adjudication for the erection of the buildings will be granted; the next will be awarded a prize of \$500 and the third the prize of \$250.

8th
All the designs presented will remain in and become the possession of the Macao Public Works Department.

Public Works Department, Macao, 6th April, 1912.

A. P. de MIRANDA GUEDES,
Director of Public Works.

To Sail

THE AMERICAN & MAN-CHURIAN LINE.

FOR NEW YORK.
(With Liberty to call at the Malabar Coast.)

THE Steamship
"MATOPPO,"
Captain Demand, will be despatched for the above port on or about WEDNESDAY, 16th May.

For Freight and further information, apply to
THE BANK LINE, LTD.,
General Agents,
Hongkong, 15th April, 1912. [309]

Regular Steamship Service

FOR NEW YORK.
(With Liberty to call at the Malabar Coast and to proceed via the Cape of Good Hope.)

"S. MONTROSE" (on or about) 23rd April.
For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents,
Hongkong, 10th April, 1912. [283]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking cargo on Through Bills of Lading to Rangoon, Madras, and Mauritius.)

THE Steamship
"CATHERINE APCAR,"
Captain E. W. Hamya, will be despatched for the above ports on SATURDAY, the 20th April, at 1 p.m.

For Freight or Passage, apply to
DAVID SASSOON & CO., LTD.,
Agents,
Hongkong, 15th April, 1912. [301]

Consignees

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"CATHERINE APCAR,"
having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at consignees' risk and expense.

Cargo remaining on board after 4 p.m. of the 17th instant, will be landed at consignees' risk and expense.

Consignees of cargo from Singapore and Penang are requested to take immediate delivery of their goods from the outside, such cargo impeding the discharge of the vessel will be landed and stored at consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LTD.,
Agents,
Hongkong, 15th April, 1912. [306]

"SEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
S.S. "BENARTY,"
FROM LEITH, MIDDLESBRO, LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th April, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 25th April, or they will not be recognized.

All broken, claded, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th April, at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

JIBB, LIVINGSTON & CO.,
Agents,
Hongkong, 12th April, 1912. [300]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up...\$1,250,000.)
Loans on Mortgage of House Property &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application.)

THE OFFICE OF
TRUSTEE, EXECUTOR OF
WILLS, ATTORNEY, &c.,
Chancery and Executors,
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 15th April, 1912. [281]

Banks

INTERNATIONAL BANKING CORPORATION.

Directors of the U.S. Government in the Philippines and the Republic of Panama.
Head Office—60, Wall Street, New York.
London Office—25, Bishopsgate, E.C.

BRANCHES:—
Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, London, Lyons, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

Capital and Reserve...\$10,000,000.
Assets...\$14,000,000.

EVERY DESCRIPTION OF BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened on the usual terms.
DEPOSITS RECEIVED—free for the year at 4 per cent. or for shorter periods, at rates, which may be ascertained on application.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the world.
THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.
COMMERCIAL LETTERS OF CREDIT issued for purchase and sale of Stocks and Shares effected.

The Officers of the Bank are bound not to disclose the transactions of any of its customers.
GEO. HOGG,
Manager.
0, Queen's Road, Hongkong.
Hongkong, 22nd March, 1912. [19]

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.
Authorized Capital Yen 48,000,000.
Paid-up Capital...33,000,000.
Reserve Fund...17,000,000.

Head Office—YOKOHAMA.
Branches and Agencies at:
Antung-Hsin, Nagasaki, Boshu, Newchwang, Canton, New York, Chongchun, Osaka, Daikoku, Peking, Hankow, Ryonan Port (A-), Hongkong, San Francisco, Kobe, Shanghai, Liao-Yang, Tientsin, Lyons, Tokyo.

INTEREST ALLOWED ON CURRENT ACCOUNTS.
Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI,
Manager.
Hongkong, 1st April, 1912. [18]

Public Companies

CHINA TRADERS' INSURANCE CO., LD.

Notice to Shareholders.
NOTICE is hereby given that the Forty-Sixth Ordinary Yearly Meeting of the Company will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on TUESDAY, the 23rd April, 1912, at 12.30 p.m., for the purpose of receiving the report of the Directors together with the statements of account to 31st December, 1911, and of declaring Dividends, etc.

The Transfer Books of the Company will be closed from 18th April to the 23rd April, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
Secretary.
Hongkong, 3rd April, 1912. [290]

UNION INSURANCE SOCIETY OF CANTON, LTD.

Notice to Shareholders.
NOTICE is hereby given that the Thirty-Ninth Ordinary Yearly Meeting of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on TUESDAY, the 23rd April, 1912, at Noon, for the purpose of receiving the report of the Directors together with the statements of account to 31st December, 1911, and of declaring Dividends, etc.

The Transfer Books of the Society will be closed from 18th April to the 23rd April, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
Secretary.
Hongkong, 3rd April, 1912. [289]

PARTICULARS AND CONDITIONS OF THE LETTING BY PUBLIC AUCTION SALE, to be held on MONDAY, the 22nd day of April, 1912, at 8 p.m., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND adjoining Island Lots Nos. 54 and 1608 in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown-Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

By Order of the Board,
C. MONTAGUE EDE,
Secretary.
Hongkong, 3rd April, 1912. [289]

PARTICULARS OF THE LOT.

Boundary Measurements:
Area in Acres, Roods, and Poles:
Area in Square Feet:
Area in Square Meters:

By Order of the Board,
C. MONTAGUE EDE,
Secretary.
Hongkong, 15th April, 1912. [288]

Banks

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL...\$10,000,000.
RESERVE FUND...\$15,000,000.
RESERVE LIABILITY OF PRO-£10,000,000.

COURT OF DIRECTORS:
H. Shearman, Esq., Chairman.
F. H. Armstrong, Esq., Deputy Chairman.
Andrew Forbes, Esq., G. H. Mathews, Esq., G. S. Gubbay, Esq., W. L. Patterson, Esq., Hon. Mr. C. H. Ross, Esq., G. R. Laurence, Esq., H. A. Siebs, Esq., F. Lieb, Esq.

CHIEF MANAGER:
Hongkong—N. J. STARR.
Shanghai—H. E. R. HURLEY.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Accounts at the rate of 3 per cent. on the daily balance.
ON FIXED DEPOSITS:
For 1 month, 3 1/2 per cent. per annum.
For 3 months, 4 1/2 per cent. per annum.
For 6 months, 5 1/2 per cent. per annum.
For 12 months, 6 1/2 per cent. per annum.
N. J. STARR, Chief Manager.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum, on application.

For the Hongkong and Shanghai Banking Corporation,
N. J. STARR, Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE—LONDON.
PAID-UP CAPITAL...£1,200,000.
RESERVE FUND...£1,650,000.
RESERVE LIABILITY OF PROPRIETORS...£1,200,000.

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON,
Manager.
Hongkong, 1st April, 1912. [22]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Tels. 7,500,000.
HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS—BERLIN.
BRANCHES:
Berlin, Calcutta, Canton, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Yokohama.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.

DIRECTOR DES DISCOUNT GENERAL-SCHAFF.

INTEREST allowed on Current Account DEPOSITS received on term which may be learned on application. Every description of Banking and Exchange business transacted.

R. TIMMERSCHEIDT,
Manager.
Hongkong, 9th Oct., 1911. [2]

THE MERCHANTS BANK OF INDIA, LIMITED.

Authorized Capital...£1,000,000.
Subscribed...£1,125,000.
Paid Up...£62,000.
Reserve Fund...£385,000.

HEAD OFFICE:
40, Threadneedle Street, London, E.C.

BRANCHES:
Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, London, Lyons, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

AGENTS IN JAPAN:
Messrs. Jardine, Matheson & Co., Ltd.
BANKERS:
Bank of England.
London Joint Stock Bank, Ltd.

EVERY description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Consignments. Letters of Credit granted on Agents and Correspondents all over the world.

Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD,
Manager.

Exchange

Selling.
1/T. 1/11 5/16
Demand 1/11 1/16
30 d/s. 1/11 7/16
60 d/s. 1/11 1/16
4 m/s. 1/11 9/16
7/T. Shanghai 79
7/T. Singapore 88 1/2
7/T. Japan 90 1/2
7/T. India 145
Demand India 145 1/2
Demand, Manila 95 1/2
1/T. San Francisco and New York 47 1/2
1/T. Java 117
1/T. Manila 119 1/2
1/T. France 246 1/2

Buying.
1 m/s. L/O 1/11 13/16
1 m/s. D/P 1/11 13/16
3 m/s. L/O 1/11 13/16
30 d/s. Sydney & Melbourne 2 1/16
30 d/s. San Francisco & New York 48 1/2
1 m/s. Manila 204 1/2
1 m/s. France 250 1/2
1 m/s. do 252 1/2
Bar Silver, ready 26 15/16
forward 27 1/16
Bank of England rate 8 1/2
Sovereign \$10.24

Subsidiary Coins.
Discount per \$100.
Chinese ... 20 cts. pieces ... \$6 15/16
Chinese ... 10 ... \$7 1/2
Hongkong 20 ... \$8
Hongkong 10 ... \$7 1/2

Optim Quotation.
April 16.
Malwa, New \$3.450 per pic.
Malwa, Older 3,500
Malwa, V. Old 3,575
Persian, fine quality 1,735
Patna, New 4,000 per ctn.
Patna, Old 3,900
Benares, New 4,000
Benares, Old 3,900

SHARE REPORT.

STOCKS & PAID UP VALUE. CLOSING QUOTES. LAST DIVIDEND AND DATE.

BANKS.
Hongkong & Shanghai \$125 \$850 aa. \$25.50 at ex 1/10 1/2 equal to \$24.37 for 1 year ending 31-12-11
\$2 equal \$22.32 for 1 year ending 30 June 1911

MARINE INSURANCES.
Canlons \$50 \$210 \$16 for 1910
North China 25 \$142 1/2 Interim of 10/- for 1910
Final of \$20 making \$50 for 1909 and Interim of \$30 for 1910
Unions \$100 \$865 \$12 for 1 09 and Int. of \$8 on account of 1910

Yankees 450 \$210 \$7 & 1/2 of \$2 for 1911
\$27 for 1910

FIRE INSURANCES.
China Fire \$20 \$182 \$1 for 1906
Hongkong Fire \$50 \$337 \$5 p.c. for year end'g 30-6-11
Dividend of \$1 for "half" year ending 31-12-11
China & Manila \$25 \$114 1/2 3% final making 6% for 1908 6% div. for 1909 on preferred shares
Douglas Steamships \$50 \$21 \$1/- per share Coupon No 15 2/6 per share Coupon No 16 for 1910.
Div. 7 p.c. for year end-Bon. S. p.c. Aug 30-4-11

Steamboats \$15 \$27 1/2 \$10 for 1910
\$3 for 1897

Indo-China (Preferred) 25 \$78 Interim of 1/- on account for year ending 31-12-11 (Coupon No. 15)

Shell "Transports" 51 \$110- \$1.2d. per share on 150,000
\$3 for year ending 31-12-11
\$1 final dividend for year 1912
Tls. 2 1/2 for 1910
Final of Tls. 4 for 1910
Tls. 6 2/3-10
\$3 on old shares, \$1.50 on new shares for half year 31-12-11
Interim div. of \$3 1/2 for 1911
40 cents for 1911
\$2.75 for 1911
5% for half year to 30-6-11.
Interim div. of \$2 for 1911 and final of \$2 making \$4.00 for 1911
15 per cent. for 1910
T4 for year ending 31-10-10
T7 for year ending 30-12-10
50 cents 31-7-08
\$1 for 1910
70 cents for 1911
\$1.25 for year end'g 31-7-11
40 cents for 1911
\$1.20 per share and b's of 10 cents
Final div. of \$10 for year ending 31-12-11
\$1 interim account 1911 (Special bonus T. 2 1/2-1-11
Interim div. T. 1 1/2-3-11
Interim div. T. 1 1/2-5-11
Interim div. T. 1 1/2-9-11
None
80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30-4-11
None
\$1.50 for 1910
First year
No dividend this year
50 cts. for year end'g 30-6-11
15 per cent. per ordinary share for year ending 31-5-1911
75 cents. per share for year ending 31-12-1911
10 per cent. for year ending 31-7-10
80 cents for 1910

Chinese Engineerings 51 42/- \$1.2d. per share on 150,000
\$3 for year ending 31-12-11
\$1 final dividend for year 1912
Tls. 2 1/2 for 1910
Final of Tls. 4 for 1910
Tls. 6 2/3-10
\$3 on old shares, \$1.50 on new shares for half year 31-12-11
Interim div. of \$3 1/2 for 191

INFLAMMABLE
CELLULOID.

Chemical Process of Its Combustion Studied by German Scientist.

It is well known that celluloid is highly inflammable and on various occasions has caused loss of life and property. The chemical process of its combustion has recently been studied by Dr. Panzer, of Vienna, and the results of his experiments are of great value to science and industry, as they show a way of dealing with a celluloid blaze. This substance does not ignite spontaneously, but it was found that after extinguishing the flames of a piece of burning celluloid, decomposition would still go on, and would continue even in a vessel filled with carbonic acid or steam.

This shows that atmospheric oxygen is not necessary for decomposition; that a fire caused by celluloid can only with difficulty be put out with water, and that ordinary chemical fire extinguishers are useless. The flameless combustion starts at a temperature of but little over 100 degrees Cent. (212 degrees Fahrenheit), so that the decomposition may be started by a flame situated quite some distance away. The white vapors resulting from the combustion form an explosive mixture with air.

To extinguish a celluloid blaze in a building is a most difficult task, if not impossible. On account of the rapidly spreading flames and the excessive heat of the fumes (nearly 750 degrees Fahrenheit) the seat of the blaze is almost inaccessible to the fire fighters. Ignition and gasification of celluloid may be caused by an open flame or simply by heat. The temperature required for decomposition lies between 105 to 185 degrees Cent. (221 to 365 degrees Fahrenheit); therefore a hot stove can cause the decomposition. If a piece of celluloid is slowly heated, it may be observed that it softens at first, then blisters begin to appear all over and suddenly decomposition sets in, sometimes accompanied by flames. The products of decomposition consist of gases, liquids and carbonaceous matter. The colourless gases contain carbon monoxide and nitrogen oxides and are therefore extremely poisonous.

"DEAR OLD CHARLIE."

The Censor's Play which was not Censored.

The censor can do more to advertise a play than all the press agents in London. "Dear Old Charlie" is drawing packed houses because it should have been censored and was not, as the censor wrote it, and half the crowd which assembled for the first performance of the banned play, "The Secret Woman," had to be turned away because the theatre could not accommodate them.

The performance of "The Secret Woman" was an invitation affair, intended to show how little the censor knows of his business. Miss Lillah McCarthy lent her theatre, the Kingsway; Cranville Parker contributed his services as producer, and various actors and actresses gave their personalities. Naturally, Mr. Philpotts was glad to have the play done to prove how unjustly he had been treated.

Though there seems no adequate reason for banning "The Secret Woman," it must be confessed there also seems no reason for producing it, for it is rather dull. There are a few violent and dramatic moments, but these are succeeded by half-hours of monotony and purposeless conversation.

All the well-known people in the social, literary, theatrical and artistic worlds of London assembled at the Kingsway to show their opinion on censorship. They could not work up to great enthusiasm over the piece, but they greeted Mr. Parker with tremendous applause, and they agreed with him in his opinion as to the injustice of censoring Mr. Philpotts' work.

WERNHER'S SON
BANKRUPT.

An Undergraduate's Extravagance.

At the first meeting of the creditors of Mr. Derrick Julius Wernher the debtor had stated that apart from an appointment as secretary, which he held for about six months last year at a salary of £40 a month and expenses, he had been without occupation. Before June, 1910, he was for three years at Oxford, and his college debts, amounting to £25,000, chiefly in respect of money lent, were paid by his father, except as to £1,200.

Since June, 1910, he had amassed liabilities amounting to £80,000 for money lent, and by extravagant living, racing and gambling. His principal borrowings had been in Paris, but he did not propose the business, it being offered to him by an intermediary. His losses by racing amounted to £5,000 and by gambling to £8,000. In 1908, while at Oxford his father allowed him £730, in 1909 £600, and the same amount in 1910. After July last he received a voluntary allowance of £83 a month from his father.

Mr. F. S. Salaman was appointed trustee.

SLAG IN CEMENT.

It is reported from Germany that as a result of several official tests, Portland cement containing 30 per cent. of ground dried blast furnace slag is deemed equal to pure cement. It has been discovered that certain descriptions of slag, with the addition of about 10 per cent. of Portland cement and a small proportion of gypsum, form an excellent cement, and that in sea water particularly its behaviour is remarkably satisfactory.

AN INVISIBLE AIRSHIP.

Baron Adam Roëne has invented and taken out English patents on a new type of airship, which, it is claimed, will be invisible at a distance of about one thousand yards.

The huge envelope or compartment for holding the gases is to be made of chromium—a metal which will retain such a high polish that the sky will be reflected so perfectly as to make the device invisible against its background.

To prevent the airship from reflecting the earth a keel will be used, the lower edge of which will be sharp, while its sides will slope upward at such angles as to cast no shadow.

NEARLY 100.

Mrs. Mary Bryan, of Frankfort Lodge, Dundrum, County Dublin, will celebrate her 100th birthday on June 1, and is still able to be about.

Miss Eliza Coomber, of Chad-dingstone (Kent), who is 103, has never seen the sea. Her brother fought in the battle of Waterloo.

At Southwark Cathedral, as the Bishop of Southwark was about to begin his sermon, a clergyman, who was seated among the congregation, rose, and addressing the Bishop in a loud voice, said, "My Lord, I wish to protest against the scandalous system of preferment in this diocese." He was removed by the wardens as gently as possible although he resisted vigorously. It is understood that the protest was particularly against preferment not being given to clergymen with large families.

POST OFFICE.

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe. Letters for this route should be superscribed via Siberia.

The Parcel Post system to the following places in China is for the present suspended:—Hupeh, Hunan and Tientsin.

MAILS VIA SIBERIA.

| Left | Due |
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| London | Shanghai |
| March 20 | April 5 |
| March 23 | April 9 |

MAILS DUE.

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| American, Manchuria, 20th inst. |
| American, Mongolia, 7th prox. |

MAILS CLOSE.

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| Siam—Per Kongrai, 18th April, 9 a.m. |
| Haiphong and Pakhoi—Per Hanoi, 18th April, 11 a.m. |
| Macao—Per Sui Tai, 18th April, 1.15 p.m. |
| Saigon—Per Quana, 18th April, 2 p.m. |
| Shanghai and North China—Per Chenan, 18th April, 3 p.m. |
| Shanghai, North China, and Japan via Moji—Per Peshawar, 18th April, 4 p.m. |
| Kudat and Sandakan—Per Borneo, 19th April, 8 a.m. |
| Haiphong and Pakhoi—Per Mathilde, 19th April, 9 a.m. |
| Swatow, Amoy, Formosa and Foochow—Per Haiching, 19th April, 10 a.m. |
| Haiphong and Pakhoi—Per Sung-kiang, 19th April, 11 a.m. |
| Shanghai and Northern China—Per Hangoang, 19th April, 11 a.m. |
| Shanghai and North China—Per Hangoang, 19th April, 11 a.m. |
| Japan, via Moji, and South America—Per Fooching, 19th April, 4 p.m. |
| Jalut, Yaf, Pompa, Saipan, Truk, Kusaie, Koror, and Nauru—Per Germania, 19th April, 4 p.m. |
| Saigon—Per Kyoto-maru, 19th April, 5 p.m. |
| Straits and Ceylon—Per Koerbe, 19th April, 5 p.m. |

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| Philippine Islands, Australia, New Zealand, and New Zealand via Brisbane—Per Prinz Waldemar, 20th April, 8 a.m. |
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| Philippine Islands, Australia, New Zealand, and New Zealand via Brisbane—Per Prinz Waldemar, 20th April, 8 a.m. |
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SHIPPING NEWS.

The Dodwell Line s.s. Pathan arrived at Doston on the 18th inst.

The Dodwell Line s.s. Shimosa arrived at New York on the 14th inst.

The I.-C. S. N. Co.'s s.s. Hopsang, from Chongta, is due at Hongkong on the 1st prox., and leaves for Japan on the 4th prox.

The I.-C. S. N. Co.'s s.s. Namyang, from Moji, is due at Hongkong on the 21st inst., and leaves for Straits and Calcutta about 27th inst.

The I.-C. S. N. Co.'s s.s. Cheong-shing, from Chongta, is due at Hongkong on the 21st inst., and leaves for Tientsin on the 25th inst.

ARRIVED.

Hong Wan 1, Chi s.s., 2,000, J. Mason, 16th April—Singapore 11th April, Gen.—Joo Tek Seng.

Mathilde, Ger. s.s., 831, Uldersap, 16th April—Haiphong and Hanoi 15th April, Gen.—J. & Co.

Dalgi Maru, Jap. s.s., 846, Y. Somokawa, 17th April—Tientsin, via Amoy and Swatow 15th April, Gen.—O. S. K.

Raviken, Nor. s.s., 1,377, Angamant, 17th April—Port Arthur, Gen.—Order.

Haiching, Br. s.s., 1,267, W. O. Passmore, 17th April—Swatow 16th April, Gen.—D. L. & Co.

Chennan, Br. s.s., 1,349, L. Jones, 17th April—Canton 16th April, Gen.—B. & S.

Kwangtsh, Chi. s.s., 1,586, Stewart, 17th April—Shanghai 14th April, Gen.—O. M. S. N. Co.

Prinz Ludwig, Ger. s.s., 5,688, F. v. Diner, 17th April—Hankow 7th Mar., and Singapore 13th April, Mail and Gen.—M. & Co.

Peshawar, Br. s.s., 4,884, B. W. Bruce, 17th April—London 2nd Mar., Gen.—P. & O. S. N. Co.

DEPARTED.

April 17.

Lutzow, for Bremen.

Sorhu-maru, for Amoy.

Haimun, for Swatow.

Tungus, for Saigon.

Hoihow, for Canton.

Hangoang, for Canton.

Sumatra, for Straits.

Yushun, for Shanghai.

Germania, for Manila.

Glentafel, for Swatow.

Isentos, for Saigon.

Michael Jensen, for Pakhoi.

Yeloung, for Kébao.

Helene, for Swatow.

For s.s. Siberia, sailed on 16th April, for San Francisco, &c.:

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| Adkins, H. B. | Lewis, Mr. & Mrs. Archer, W. |
| Aron's, S. G. | Lewis, J. E. |
| Atong, S. | Lewis, O. N. |
| Buck, Mrs. A. J. | Lauson, Broadwater, Miss |
| Broadwater, Miss | Little, Col. J. W. |
| Bong, J. | Martin, Mrs. J. P. |
| Blagden, Mr. and Mrs. W. T. | Mrs. P. |
| Carrance, Mr. and Mrs. Myra | Mok, Kam-sang, Udy, C. H. |
| Chandall, F. A. | Mortiz, H. |
| Chook, C. M. | Noury, Mr. & Mrs. Churchill, A. C. |
| Churchill, A. C. | L. |
| Crundell, F. W. | Nuse, H. |
| Davis, Mrs. M. D. | Ogelsby, Rev. R. B. |
| Donne, D. J. | Oppermann, Miss |
| Davis, Miss A. E. | Perry, Master N. |
| Ellis, E. | Perry, Mr. and Mrs. C. J. |
| Ellis, Miss P. W. | Prait, F. L. |
| Fitch, Miss T. | Prior, Mr. & Mrs. R. |
| Fellows, Miss G. | R. |
| Frince, Mr. and Mrs. Sam | Quinn Kai |
| Fitzman, W. M. | Ryan |
| Goold, Mr. & Mrs. M. P. | Reynolds, Mr. and Mrs. W. B. |
| Gregory, Miss J. | Swam, Major and Mrs. J. W. |
| Giebs, Miss K. | Stclair, A. C. |
| Holcombe, Rev. J. | Spelman, H. A. |
| F. | Sill, Mr. & Mrs. S. J. |
| Highton, F. W. | Saunders, W. W. |
| Ilgenfritz, Mr. and Mrs. C. E. | Stanley, W. D. |
| Jeffries, H. U. | Scotfield, Mrs. H. C. |
| Jones, Miss H. | Todd, Miss H. S. |
| Joseph, F. A. | Takahashi, S. |
| Jones, E. H. | Todd, Major and Mrs. H. D. |
| Jackson, Miss A. | Usher, P. |
| Jones, Miss M. | Wai Luke-chuen |
| Joseph, M. A. | Wymen, Miss A. |
| John, Col. St. | Whelton, Miss S. |
| Kong Yee-chuen | Wills, Mr. & Mrs. C. J. |
| Kong Kar-mone | Wyman, Miss L. |
| Kettinger, Master | Young, Miss M. |
| Kear, Mrs. C. B. | Young, Miss M. |
| Kinnell, Geo. | A. |
| Lemon, Mr. & Mrs. S. | Miss V. |

April 16th at 10 a.m. 8.05 8.07 8.08 8.09 8.10 8.11 8.12 8.13 8.14 8.15 8.16 8.17 8.18 8.19 8.20 8.21 8.22 8.23 8.24 8.25 8.26 8.27 8.28 8.29 8.30 8.31 8.32 8.33 8.34 8.35 8.36 8.37 8.38 8.39 8.40 8.41 8.42 8.43 8.44 8.45 8.46 8.47 8.48 8.49 8.50 8.51 8.52 8.53 8.54 8.55 8.56 8.57 8.58 8.59 8.60 8.61 8.62 8.63 8.64 8.65 8.66 8.67 8.68 8.69 8.70 8.71 8.72 8.73 8.74 8.75 8.76 8.77 8.78 8.79 8.80 8.81 8.82 8.83 8.84 8.85 8.86 8.87 8.88 8.89 8.90 8.91 8.92 8.93 8.94 8.95 8.96 8.97 8.98 8.99 8.100 8.101 8.102 8.103 8.104 8.105 8.106 8.107 8.108 8.109 8.110 8.111 8.112 8.113 8.114 8.115 8.116 8.117 8.118 8.119 8.120 8.121 8.122 8.123 8.124 8.125 8.126 8.127 8.128 8.129 8.130 8.131 8.132 8.133 8.134 8.135 8.136 8.137 8.138 8.139 8.140 8.141 8.142 8.143 8.144 8.145 8.146 8.147 8.148 8.149 8.150 8.151 8.152 8.153 8.154 8.155 8.156 8.157 8.158 8.159 8.160 8.161 8.162 8.163 8.164 8.165 8.166 8.167 8.168 8.169 8.170 8.171 8.172 8.173 8.174 8.175 8.176 8.177 8.178 8.179 8.180 8.181 8.182 8.183 8.184 8.185 8.186 8.187 8.188 8.189 8.190 8.191 8.192 8.193 8.194 8.195 8.196 8.197 8.198 8.199 8.200 8.201 8.202 8.203 8.204 8.205 8.206 8.207 8.208 8.209 8.210 8.211 8.212 8.213 8.214 8.215 8.216 8.217 8.218 8.219 8.220 8.221 8.222 8.223 8.224 8.225 8.226 8.227 8.228 8.229 8.230 8.231 8.232 8.233 8.234 8.235 8.236 8.237 8.238 8.239 8.240 8.241 8.242 8.243 8.244 8.245 8.246 8.247 8.248 8.249 8.250 8.251 8.252 8.253 8.254 8.255 8.256 8.257 8.258 8.259 8.260 8.261 8.262 8.263 8.264 8.265 8.266 8.267 8.268 8.269 8.270 8.271 8.272 8.273 8.274 8.275 8.276 8.277 8.278 8.279 8.280 8.281 8.282 8.283 8.284 8.285 8.286 8.287 8.288 8.289 8.290 8.291 8.292 8.293 8.294 8.295 8.296 8.297 8.298 8.299 8.300 8.301 8.302 8.303 8.304 8.305 8.306 8.307 8.308 8.309 8.310 8.311 8.312 8.313 8.314 8.315 8.316 8.317 8.318 8.319 8.320 8.321 8.322 8.323 8.324 8.325 8.326 8.327 8.328 8.329 8.330 8.331 8.332 8.333 8.334 8.335 8.336 8.337 8.338 8.339 8.340 8.341 8.342 8.343 8.344 8.345 8.346 8.347 8.348 8.349 8.350 8.351 8.352 8.353 8.354 8.355 8.356 8.357 8.358 8.359 8.360 8.361 8.362 8.363 8.364 8.365 8.366 8.367 8.368 8.369 8.370 8.371 8.372 8.373 8.374 8.375 8.376 8.377 8.378 8.379 8.380 8.381 8.382 8.383 8.384 8.385 8.386 8.387 8.388 8.389 8.390 8.391 8.392 8.393 8.394 8.395 8.396 8.397 8.398 8.399 8.400 8.401 8.402 8.403 8.404 8.405 8.406 8.407 8.408 8.409 8.410 8.411 8.412 8.413 8.414 8.415 8.416 8.417 8.418 8.419 8.420 8.421 8.422 8.423 8.424 8.425 8.426 8.427 8.428 8.429 8.430 8.431 8.432 8.433 8.434 8.435 8.436 8.437 8.438 8.439 8.440 8.441 8.442 8.443 8.444 8.445 8.446 8.447 8.448 8.449 8.450 8.451 8.452 8.453 8.454 8.455 8.456 8.457 8.458 8.459 8.460 8.461 8.462 8.463 8.464 8.465 8.466 8.467 8.468 8.469 8.470 8.471 8.472 8.473 8.474 8.475 8.476 8.477 8.478 8.479 8.480 8.481 8.482 8.483 8.484 8.485 8.486 8.487 8.488 8.489 8.490 8.491 8.492 8.493 8.494 8.495 8.496 8.497 8.498 8.499 8.500 8.501 8.502 8.503 8.504 8.505 8.506 8.507 8.508 8.509 8.510 8.511 8.512 8.513 8.514 8.515 8.516 8.517 8.518 8.519 8.520 8.521 8.522 8.523 8.524 8.525 8.526 8.527 8.528 8.529 8.530 8.531 8.532 8.533 8.534